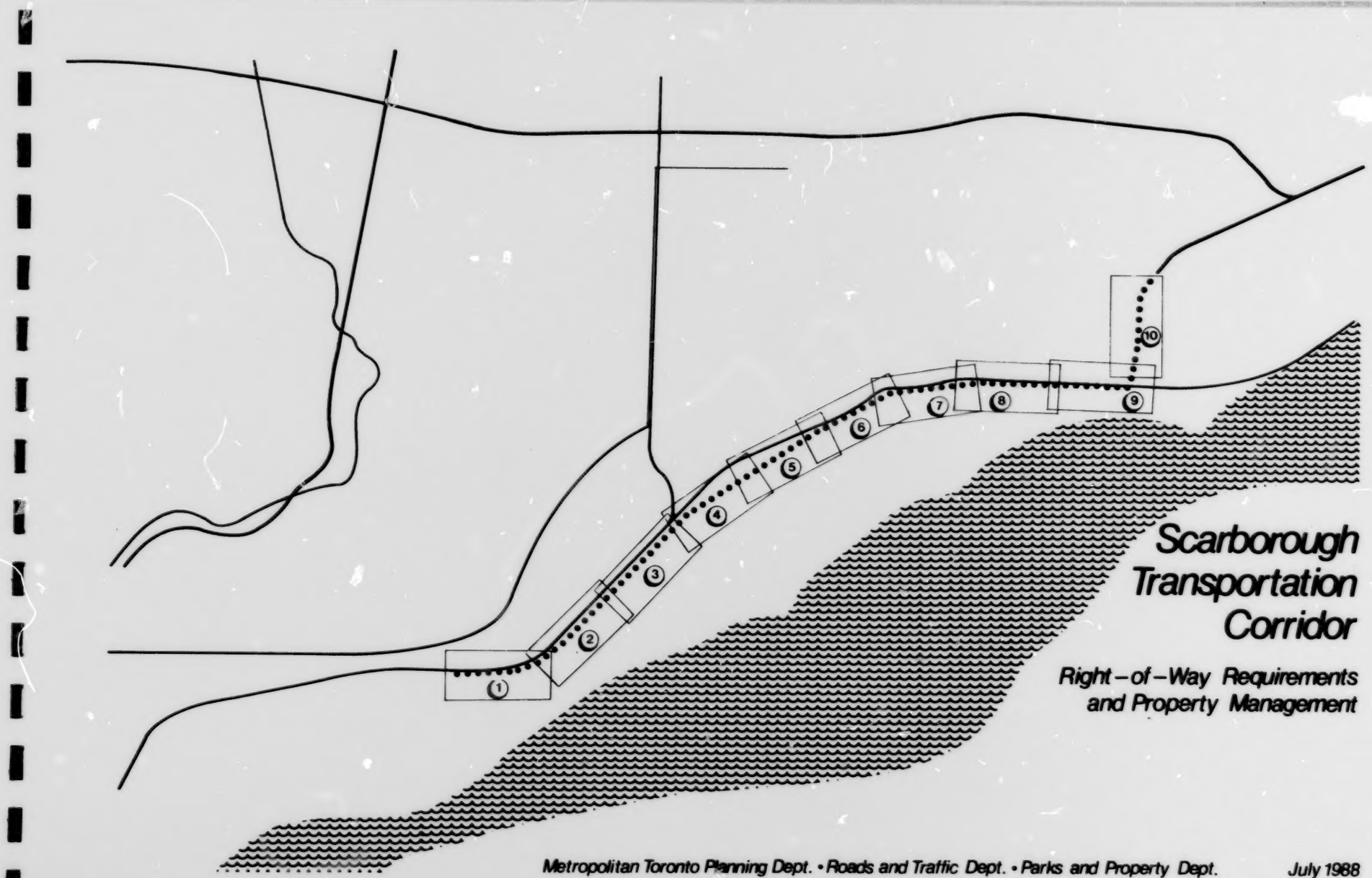

Scarborough Transportation Corridor

Right – of – Way Requirements and Property Management

Metropolitan Toronto Planning Dept. • Roads and Traffic Dept. • Parks and Property Dept. *July 1988*

SCARBOROUGH TRANSPORTATION CORRIDOR

RIGHT-OF-WAY REQUIREMENTS

AND

PROPERTY MANAGEMENT

Metropolitan Toronto
Planning Department
Roads and Traffic Department
Parks and Property Department

July, 1988

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1.0 INTRODUCTION

1.1 Background

The history of the Scarborough Transportation Corridor dates back to the 1950's. Throughout the years from 1957 to 1971, Metropolitan Toronto purchased lands along this Corridor for the purpose of constructing the extension of the F.G. Gardiner Expressway from Leslie Street to Highway No.2A (See Exhibit 1). A functional plan of the expressway between Leslie Street and Birchmount Road showing the proposed alignment and profile with an associated cost estimate was prepared and approved by Metropolitan Council in 1967.

However, in the late 1960's the idea of constructing an expressway along this Corridor began to receive serious opposition. Consequently, in 1971 as part of a dramatic change in the Provincial Government's overall transportation policy, and following the Provincial decision to stop construction of the Spadina Expressway, the Ontario Municipal Board (OMB) ordered that no further land be purchased for the extension of

the Gardiner Expressway without further approval of the Board. By 1971 Metropolitan Toronto had already acquired approximately 57 per cent. of the Corridor lands, east of Victoria Park Avenue.

In 1973, DeLeuw Cather Canada Ltd. (DeLCan) was retained by Metropolitan Toronto to study the engineering feasibility of an alternative alignment for the Gardiner Extension. Two alternative alignments were considered in the DeLCan study and the study results were summarized in two volumes of a report entitled "Study of an Alternative Alignment for the Frederick G. Gardiner Expressway Extension"; one volume dealing with the alignment from Leslie Street to Birchmount Road, the other volume from Birchmount Road to Highway 2A.

A summary of the important events relating to the Scarborough Transportation Corridor which have taken place since 1973 is highlighted below:

May 18, 1976:
Based on the conclusions of reports No. 47 and 64 of the recently completed Metropolitan Toronto Transportation Plan Review (MTTPR), Metropolitan Toronto Council

approved the protection and designation of the Scarborough Transportation Corridor from Victoria Park Avenue easterly to Highway No.2A just east of Manse Road and the completion of the acquisition of lands required for a continuous right-of-way.

February 14, 1978:

The application of Metropolitan Toronto to the OMB for authority to acquire the remaining lands to complete the Corridor and to issue debentures for the acquisition of the remaining properties was dismissed by the Board as being unnecessary at the time on the assumption that the proceeds from the sale of lands surplus to the Gardiner Extension would provide adequate funding. Metro appealed this decision to the Cabinet, which ordered a new hearing limited to the approval of the use of such proceeds to acquire additional lands to complete the Corridor.

October 10, 1980:

The Ministry of Municipal Affairs and Housing approved portions of the Metropolitan Official Plan, which had been adopted by Metropolitan Council earlier that year (January 15, 1980). Figure 7 of the plan as adopted by Council, showed the Scarborough Transportation Corridor

and contained the following statement: "The Metropolitan Corporation shall undertake a program to secure the remaining portions of the Corridor". Approval of the Scarborough Transportation Corridor was deferred by the Minister following a request by the City of Toronto to refer the matter to the OMB. The Minister's decision was subsequently upheld in the Divisional Court.

April 25, 1983:

The OMB hearing on the revised Metropolitan Toronto application was adjourned at the request of Scarborough Council to allow the City of Scarborough to undertake a detailed study of the Corridor. In adjourning this hearing, the Board ruled that any of four specific land owners who had requested Metro to acquire their lands could apply to have the hearing reconvened if by the end of 1983 Scarborough had not completed its study.

November 6, 1984:

The OMB approved the acquisition by Metropolitan Toronto of the four specific properties shown in Exhibits 11 through 14. The acquisition of these four properties increased the percentage (in terms of area) of the Corridor owned by Metropolitan Toronto to about 65 per cent.

November 26, 1984:

A report prepared by the Scarborough Planning Department on its study of the Corridor was adopted by Scarborough Council. The study concluded that, the only future transportation requirement within the Corridor might be a GO-ALRT transit line which would require only 15 metres right-of-way. The report therefore recommended that a possible transit corridor of 15 metres be retained until January 1, 1987, and that if a Provincial commitment was not made by that time, the lands be disposed of and developed. The report also recommended that the Scarborough Official Plan be amended to delete all references to the Scarborough Transportation Corridor.

June 25, 1985:

Upon reviewing the Scarborough Planning Department report, Metropolitan staff prepared a report which recommended that Metropolitan Toronto continue to support the protection of the Scarborough Transportation Corridor and its designation in the Metropolitan Official Plan, object to the proposed Scarborough Official Plan Amendment and request the OMB to set a date to resume the hearing that was adjourned on April 25, 1983.

Recommendations of this report were adopted by Metropolitan Council on June 25, 1985.

1.2 Council Directive

Metropolitan Council, at its meeting of June 25, 1985, adopted the following recommendations, among others, when considering Joint Report No.2 of the Transportation and Economic Development and Planning Committees:

> Recommendation No.5
> "authorize the Technical Transportation Planning Committee to determine the general width of Corridor to be protected and, with the assistance of the Parks and Property Department, review lands owned by the Metropolitan Corporation with the objective of identifying any potentially developable lands which could be declared surplus and disposed of, and to report back thereon";
>
> Recommendation No.6
> "authorize the Roads and Traffic Department and the Parks and Property Department to report back with an enhanced program for the maintenance and management

of Metropolitan properties within and adjacent to the Corridor"; and

Recommendation No.7
"authorize Planning Department staff to undertake a study to determine appropriate interim uses to which various Metropolitan lands could be put to maximize the short and medium term utilization of Corridor lands, and to report back thereon".

With the adoption of the above recommendations, Metropolitan staff were authorized to identify surplus lands, determine suitable interim uses for the Corridor and develop an improved maintenance program.

This report has been prepared in response to the above recommendations adopted by Metropolitan Council. The conclusions and recommendations of this report are based on detailed reviews and specific analyses undertaken by a study team comprising members from the Metropolitan Departments of Planning, Roads and Traffic, and Parks and Property.

Prior to resuming the OMB hearing adjourned on April 25, 1983, Metropolitan staff considered it advisable to complete these additional studies which are now documented in this report.

1.3 Objectives of the Study

There are three main underlying objectives of this study:

(a) to minimize the public costs of retaining the Corridor by disposing of as much surplus property as possible and by leasing lands within the Corridor for interim uses;

(b) to determine acceptable interim uses which, if actively promoted, will maximize the utilization of Corridor lands during the period prior to construction of a transportation facility; and

(c) to minimize the adverse impacts of the Corridor lands on adjacent properties and the public in general through increased maintenance and selective landscaping.

1.4 Study Approach

The study approach involved completing the following steps in sequence:

- Review of Corridor right-of-way requirements;
- Identification of surplus lands and estimation of their value;

- Identification of acceptable interim uses; and
- Determination of suitable landscaping treatments and maintenance levels.

These steps provide the basic outline for this report.

2.0 CORRIDOR RIGHT-OF-WAY REQUIREMENTS

The future use of the Scarborough Transportation Corridor has not yet been defined. Therefore, it is difficult to determine a general right-of-way width to be protected. From the point of view of future transportation flexibility, it would be desirable to protect the maximum right-of-way so that all possible future transportation uses can be accommodated. However, this course of action would involve some risk in that the maximum development potential and revenue from the sale of surplus Metropolitan owned lands, may not be achieved. On the other hand, protecting the minimum right-of-way requirement for the purpose of disposing of as much surplus land as possible, involves the risk that future transportation needs might not be accommodated without further costly land acquisition.

Since the Scarborough Transportation Corridor follows the C.N. rail tracks (Kingston subdivision) for most of its length between Victoria Park Avenue and Manse Road, the future plans and requirements of the various agencies utilizing the rail corridor could affect the alignment and right-of-way requirements of the Corridor. Because of the interaction between the two adjacent corridors, discussions were held with representatives of the Provincial Ministry of Transportation (M.T.O.), GO

Transit, C.N. Rail and VIA Rail. Subsequent meetings were held with staff of the City of Scarborough and the Toronto Transit Commission.

2.1 Transportation Requirements of GO Transit, C.N. Rail and VIA Rail

It is difficult at this time for M.T.O. and GO Transit to define their future interests along the Scarborough Transportation Corridor. While the Ontario Government currently has no official position with regard to the Corridor (since the GO-ALRT project was discontinued in 1985), Ministry staff have indicated their support for protecting the option for future transportation facilities within this Corridor. M.T.O., GO Transit, C.N. Rail and VIA Rail all agree that improved GO Transit commuter rail services would continue to utilize the C.N. Rail corridor in the future.

C.N. Rail requires a corridor of sufficient width to accommodate six tracks for their "ultimate long term scenario" along the Kingston subdivision, which is adjacent to the Scarborough Transportation Corridor between Victoria Park Avenue and St. Clair Avenue and between Eglinton Avenue and east of Manse Road. The six-track "ultimate long term

scenario" provides for the two outermost tracks to be used as service tracks. The two southerly inner tracks would be utilized by VIA and freight trains, while the two northerly inner tracks would primarily be used by GO Transit. The engineering feasibility reports prepared in 1973 by the consulting firm of DeLCan identified a 150 ft. rail right-of-way requirement for C.N. This requirement was recently confirmed by C.N. officials.

C.N.'s right-of-way requirements immediately east of Victoria Park Avenue would however, be 180 ft; 105 ft. being on the south side of the centre line of the existing two tracks and 75 ft. on the north side. The additional 30 ft. rail right-of-way at this location would be required to avoid the necessity of an estimated 20 ft. high retaining wall which would otherwise have to be constructed because of the elevation difference between the rail tracks and a future roadway. C.N. staff have indicated that a retaining wall of this height adjacent to a high speed corridor would not be desirable from a safety point of view. C.N. officials have confirmed that the 105 ft. requirements on the south side will be extended between the Victoria Park Avenue bridge and a point approximately 1,370 ft. to the east, from where the rail right-of-way requirement will be tapered from 105 ft. to 75 ft. at a distance of approximately 600 ft. as shown schematically on Exhibit 5.

A special analysis was undertaken by C.N. at Metropolitan Toronto's request to determine if, at certain locations, the rail corridor could be shifted slightly to the north. This possibility had been identified during the GO-ALRT Lakeshore study. The C.N. analysis determined that these shifts could not be achieved and in fact identified that at some locations within the Kingston subdivision between Victoria Park Avenue and Manse Road, it would be desirable that the centre line of the rail corridor right-of-way be shifted to the south by up to 14 ft. from the centreline of the existing two tracks. This shifting of rail tracks was recommended to obtain better curvature along the route and would be implemented in conjunction with expansion of the rail corridor. Specifically, the design configuration of the additional four tracks would be altered by building three tracks on the south side and one track on the north side at some locations, instead of building two tracks on each side. Accordingly, where those specific locations are adjacent to the Scarborough Transportation Corridor, the Corridor should be shifted to the south by 14 ft. to accommodate C.N.'s ultimate requirements. Exhibits 6, 7, 10, 11, 12 and 13 schematically illustrate the locations of these shifts.

In discussions with C.N. officials during the course of the study, it became evident that the 150 ft. rail right-of-way provides for a basic 'rural' design which includes side slopes and natural drainage. Assuming that a "structural" solution can be achieved, albeit at a much higher cost, it has been acknowledged by C.N. that the required right-of-way width could be reduced from 150 ft. to 92 ft. Therefore, if additional lands are required in future for the Scarborough Transportation Corridor, it would be possible to implement the 92 ft. "structural" solution thus freeing up lands to be utilized for the Transportation Corridor. In such a situation however, the additional costs of the necessary C.N. structures on the south side of the tracks may have to be borne by Metropolitan Toronto. Acquisition of the required additional lands from C.N. could be achieved through an exchange of Metropolitan lands required to expand the rail corridor or improve the geometrics of the existing corridor (e.g. the various 14 ft. southerly shifts).

2.2 Transit Right-of-Way Requirements

At the present time, the Toronto Transit Commission does not have any definite plans to implement a transit service within the Scarborough Transportation Corridor. However, T.T.C. staff support the protection of sufficient right-of-way to allow

for a possible future rapid transit service along a portion of the Corridor between Morningside Avenue and Midland Avenue. West of Midland Avenue, any future high quality transit service would logically utilize St. Clair Avenue to connect to Warden subway station. Based on similar proposed rapid transit projects in Metropolitan Toronto (e.g. Malvern R.T.), it is estimated that a 30-35 ft. (9.1-10.7 metres) right-of-way would be required for transit purposes between stations and 50 ft. (15.2 metres) at station locations.

As mentioned earlier, a basic 92 ft. rail right-of-way is sufficient to accommodate C.N.'s requirements for the six-track ultimate scenario assuming a "structural" solution can be achieved. However, a 150 ft. wide rail corridor is now being protected adjacent to the Scarborough Transportation Corridor between Eglinton Avenue and Morningside Avenue in order to incorporate side slopes and natural drainage. If, in addition to a future roadway, a future rapid transit service is also to be implemented within the Corridor, it is possible that by accepting the more expensive "structural" design solution, (i.e. building retaining walls instead of providing for natural side slopes), the transit right-of-way could largely be accommodated along the southern edge of the rail corridor. Although a total surplus of 58 ft. could be achieved, only half of it (i.e. 29 ft.)

would be located on the south side of the tracks since it would not be feasible to shift the centreline of the rail tracks further to the north. Therefore, this 29 ft. portion of the rail right-of-way adjacent to the Scarborough Transportation Corridor between Eglinton Avenue and Morningside Avenue could be utilized for a possible future rapid transit line. Assuming that such a transit service would require a minimum 35 ft. exclusive right-of-way (i.e. that the additional right-of-way required for station locations would not be protected for), only an additional 6 ft. would have to be protected for future transit use within this section of the Scarborough Transportation Corridor.

Between St. Clair Avenue and Eglinton Avenue however, where the Scarborough Transportation Corridor deviates from the rail corridor, protection of the full 35 ft. transit right-of-way within the Corridor would be required.

It is not considered necessary to protect additional right-of-way required for rapid transit stations at this stage because it is assumed that most stations would be provided at major intersections and could largely be accommodated within the wider Corridor right-of-way which should be protected in any event for road purposes at many of these locations.

Of course, if a transit service is not implemented, then there would not be any need for the additional 6 ft. and 35 ft. rights-of-way protected along the Scarborough Transportation Corridor. On the other hand, if a transit line is built, then the additional cost of a "structural" solution (which would be needed to accommodate the ultimate requirement of 6 tracks within the 92 ft. rail right-of-way), would likely have to be borne by Metropolitan Toronto. However, it should be noted that there are also some uncertainties with respect to the need for a six-track rail corridor. Considering all the uncertainties related to the uses of the two adjacent corridors and the value of potentially surplus lands, it is concluded that the minimum transit right-of-way should be protected at this time in order not to preclude the possibility of providing a rapid transit line in the future, should the need arise.

2.3 Road Right-of-Way- Requirements

(i) Arterial Road Requirements

The Metropolitan Roads and Traffic Department has developed a "Concept Plan" for a possible future arterial road to be built within the Scarborough Transportation Corridor. Exhibits 2 and 3 show the proposed cross-

section alternatives for such an arterial road. An arterial road would require 100 ft. right-of-way between intersections and approximately 120 ft. at intersection locations. Due to the skewed angles of intersections and significant elevation differences at some locations however, right-of-way requirements would be more than 120 ft. in these instances. These requirements would not allow for sidewalks, landscaping/buffer treatments and may not accommodate all required utilities. (A typical 6-lane arterial road would normally require 5.75 metres (19 ft.) on each side for the utilities). For the cross-sections shown in Exhibits 2 and 3, however, it is assumed that some utilities could be accommodated within the landscaping/buffer areas.

Connections of the proposed arterial road with the crossing arterials would be feasible at most intersections, although it should be noted that some intersections could cost significantly more than others. The posted speed on such an arterial road would likely be 70 km/hr.

Details of the proposed "Arterial Road Concept Plan" and various site specific issues along the Corridor are presented in Appendix A.

(ii) Local Road Requirements

If an arterial road was built within the Corridor, it would connect to Gerrard Street east of Victoria Park Avenue. Two alternative design concepts have been considered for connection of the proposed arterial road with Gerrard Street as shown in Exhibits 4.a and 4.b. Originally, the S-curve type design (Scheme 1) was recommended by Metropolitan staff, however, the T-intersection connection (Scheme 2) has now been adopted as the preferred alternative. This is primarily due to the reduced property impacts on the Runnymede lands associated with the T-intersection connection. This connecting road would require an 86 ft. right-of-way. In addition to the direct connection of the arterial road to Gerrard Street, a 2-lane roadway can be accommodated along the southern edge of the Corridor to provide a second connection to Victoria Park Avenue. This local road would also provide access to future development on the surplus Metropolitan property immediately east of Victoria Park Avenue.

During discussions with City of Scarborough staff, it was indicated that a north-south road with a pavement width

of 32 ft. between Lawrence Avenue and Copperfield Road has been included in the final year of Scarborough's 5-year Capital Works Program. Such a road would divert truck traffic presently using Manse Road or Beechgrove Drive to cross the C.N. tracks. The possibility of extending this road to access East Point Park should also be considered, in which case more than a 32 ft. pavement would be required. Therefore, it was agreed that Metropolitan Toronto would protect an 86 ft. right-of-way south of Coronation Drive along the eastern edge of the Metropolitan owned lands. Between Lawrence Avenue and Coronation Drive this collector road would be accommodated within the Corridor itself. A northerly extension of the road from Lawrence Avenue to Highway No.2A could also be accommodated for the most part within the previously defined Corridor. However, the westerly limit of the Corridor just south of Kingston Road, has been shifted to the west to accommodate a future signalized intersection at Kingston Road opposite a private road 700-750 ft. east of Manse Road.

(iii) Expressway Requirements

It is recognized that the Metropolitan Official Plan

currently contains a statement (Section 6.E.1) indicating that the Corporation does not support the construction of additional expressways, with the exception of Highway 427 as shown on Figure 7, "Major Transportation Facilities". However, it is also recognized that the "life" of the Plan is considered to be 20-25 years and that the Plan is to undergo a comprehensive review every five years. (The first such five year review is now underway). Given that decisions with respect to the disposal of property needed for the provision of major transportation facilities have much longer term implications, it was considered essential to assess the property requirements of an urban expressway.

A functional plan for an expressway proposal along the Scarborough Transportation Corridor was developed in 1973 by the consulting engineering firm of DeLCan. This plan requires approximately 130 ft. (39.6 metres) right-of-way between interchanges. Although the present alignment of the Corridor at two locations is slightly different from that shown in the DeLCan plan (i.e. between St. Clair and Eglinton Avenues and in the Manse Road Corridor), right-of-way widths for a possible future expressway are assumed to be identical.

The Metropolitan Roads and Traffic Department has specifically reviewed the expressway interchange requirements immediately east of Victoria Park Avenue, in light of C.N.'s additional land requirements in this area. A 200 ft. right-of-way is required from Victoria Park Avenue easterly for a distance of 850 ft. to protect the option for a future interchange at this location. From that point it would taper to 180 ft. at a distance of approximately 550 ft. and then to 130 ft. at a further 800 ft. distance to the east.

The alignment of the Corridor between Manse Road and Kingston Road (Highway No.2A) has also required special consideration:

(a) In order to maximize the surplus Metropolitan lands on the west side of the Corridor, the alignment shown in the 1973 DeLCan report has been shifted as much to the east as possible, while still providing sufficient buffer areas on both sides of the Corridor south of Lawrence Avenue; and

(b) The Corridor alignment between Lawrence Avenue and Kingston Road (Highway No.2A) has been

slightly revised from that shown in the DeLCan report to minimize the impact of a future road facility on the existing and proposed development in this area.

2.4 Landscaping/Buffer Requirements

In addition to the right-of-way requirements for transportation facilities, sufficient buffer areas should be protected where possible between the Corridor and existing or proposed residential developments. At some locations, where narrow strips of Metropolitan owned lands have been identified as surplus to transportation needs but are not practical for disposal and development, landscaping/buffer treatments can be provided. However, at other locations where surplus Metropolitan lands can be disposed of to permit development, sufficient additional land (up to 10 metres) should be retained to provide for any necessary landscaping/buffer treatments.

In addition, it should be noted that the Canadian Transport Commission has undertaken an analysis of trespassing on the C.N. rail right-of-way between Oshawa and Hamilton and recommends that concrete or metal fences be erected at high trespassing locations. Some sections of the rail corridor

adjacent to the Scarborough Transportation Corridor have been identified as frequent trespass areas. Therefore, at these locations along the Corridor, fencing may need to be erected to prevent trespassing on the C.N. corridor. Further consideration of the details pertaining to each location would be required by the various agencies involved.

2.5 Summary of Corridor Right-of-Way Requirements

An arterial road would normally require 100 ft. right-of-way between intersections. At intersection locations about 120 ft. would normally be required to provide for turning lanes and grading. This is 10 ft. less than the basic expressway right-of-way requirement of 130 ft. However, at some locations, because of the skewed angle of the intersection and significant differences in elevation, more than 120 ft. would be required. In view of the minor difference in right-of-way requirements, protection of a 130 ft. (39.6 metres) road right-of-way is recommended to keep the long term option open for grade-separated connections at major north-south roads along this Corridor. In addition, at such time as a roadway is constructed, the minor additional width would provide for design flexibility in terms of type of drainage and extent of landscaping.

The 130 ft. road requirement has to be protected from the southern edge of the rail right-of-way where the Scarborough Transportation Corridor is adjacent to the C.N. corridor. A proposed 14 ft. southerly shift of rail tracks has been taken into consideration, where necessary to accommodate C.N.'s ultimate requirements. In addition to a roadway requirement of 130 ft., it is also desirable to protect additional right-of-way for a future transit service between St. Clair Avenue and Morningside Avenue. Basic Corridor right-of-way requirements are summarized below and shown on Exhibits 5 through 14.

o	Victoria Park Avenue to St. Clair Avenue	130 ft. (39.6 m.)
o	St. Clair Avenue to Eglinton Avenue	165 ft. (50.3 m.)
o	Eglinton Avenue to Morningside Avenue	136 ft. (41.5 m.)
o	Morningside Avenue to Kingston Rd.(Hwy.2A)	130 ft. (39.6 m.)
o	Gerrard Street Connection	86 ft. (26.2 m.)
o	Collector road adjacent to Manse Road. (south of Cornonation Drive)	86 ft. (26.2 m.)

Requirements at major intersections, particularly those where grade separations may be required, would be greater than shown above, but the additional requirements would significantly affect decisions regarding the amount of surplus property at only four locations (Victoria Park Avenue, Brimley Road, Markham Road and Coronation Drive).

3.0 SURPLUS LANDS

3.1 Assessment of Surplus Lands

One of the main objectives of this study is to determine potentially developable lands which could be declared surplus and offered for sale. The more precise definition of Corridor right-of-way requirements (as documented in the previous section) is the basis for identifying potential surplus lands (i.e. lands which will not be required for transportation purposes). These properties have been numbered on Exhibits 5 through 14 and were subsequently assessed in terms of their development potential. This assessment included preparation of a property inventory with the following information:

- location;
- size;
- existing use;
- existing zoning;
- existing Official Plan designation;
- recommended use by City of Scarborough (in their Planning Department's report of August, 1984); and
- suggested use by Metropolitan Toronto.

The total surplus offering of 20 hectares has been estimated by Metropolitan Property officials as having a total market value of $25 million in 1987 dollars based on the projected highest market value and best use of each individual property with consideration given to existing zoning and official plan policies.

It should be noted that several properties lying beyond the Corridor right-of-way are not recommended for disposal. These include minor strips of land which are not developable due to size, shape or poor accessibility. These lands can be used for landscaping/buffer treatments particularly where the lands are adjacent to residential areas. In addition, the following three numbered sites should be retained in Metropolitan ownership:

- Site 9 is presently leased to Rapid Refrigeration Manufacturing Co. for parking purposes. This property may be useful in a future land exchange with Eli Lilly when their lands lying within the Corridor need to be acquired.

- Site 26 is an existing stand of trees at the northwest corner of Galloway Road and Westlake Road. This stand of trees should be preserved. Westlake Road is a private road on Metropolitan property built by GO Transit to

access the Guildwood GO station. The size of the subject site would be reduced should Westlake Road be brought to standard width.

- Site 28, municipally known as 129 Manse Road, while technically not within the Corridor limits, would be left with a substandard lot and almost non existant rear yard.

In assessing the development potential for the various properties the study team has suggested uses which will afford Metro a maximum return on investment, at the same time recognizing Metropolitan and Scarborough planning objectives. Suggested uses also attempt to take advantage of high profile locations adjacent to GO stations and arterial roads. In general, the uses suggested by the study team agree with Scarborough's recommendations as expressed in their 1983/84 study. However, a few differences have resulted due in part to the difference in recommended Corridor width and therefore the size and shape of surplus lands. The major differences are noted below:

Sites 10 and 11

At the northeast quadrant of Midland Avenue and St. Clair Avenue, the study team is suggesting Highway

Commercial uses (reflecting the existing Official Plan designation) with Medium Density Residential immediately to the east. Scarborough recommended Medium Density Residential on the westerly portion of the property and Low Density Residential to the east, immediately west of Jeannette Street. In this case, Scarborough had also recommended shifting the Corridor north to the south limit of the CNR right-of-way. The Corridor has remained on the more southerly alignment to take advantage of those lands presently in Metropolitan ownership. It is the study team's position that the Commercial designation is well suited to this highly visible location. Moreover, the close proximity to the Scarborough GO station should be attractive to Higher Density Residential development.

Sites 19 and 20

Metro owns two properties on the northeast corner of Dunelm Street and Markham Road on which we are suggesting High and Medium Density Residential respectively. Scarborough has recommended Medium and Low Density Residential having regard for the large lot residential areas to the east. The study team concluded that these properties offered easy access to Markham

Road and were presently across from an existing apartment complex on the south side of Dunelm Street. These factors would suggest that some upward flexibility in density provisions might be possible.

Some properties adjacent to the Metropolitan surplus parcels have potential for redevelopment (e.g. properties south of parcel No.30). In such cases, developers may prefer to redevelop a larger parcel combining the Metropolitan surplus lands and the adjacent properties together, with the prospect of a potentially greater rate of return.

3.2 Disposal of Surplus lands

Lands declared surplus to the Corridor requirements as a result of this study will be disposed of by the Parks and Property Department in accordance with procedures recently approved by Metropolitan Council on July 5 and 6, 1988, with the adoption of Clause No.7 of Report No.11 of the Parks, Recreation and Property Committee. The Land Management Committee, which is to be chaired by the Chief Administrative Officer and comprised of the Department Heads of Planning, Parks and Property, Community Services and Housing, Roads and Traffic, Works and Economic Development, will review the

surplus lands on a systematic basis and recommend the appropriate disposal method having regard to the following factors:

- long-term Corporate real estate planning;
- market conditions and development trends within the City of Scarborough;
- opportunities to acquire portions of the right-of-way requirements through the exchange of lands; and
- availability of staff time and resources.

At the direction of the Land Management Committee, the Metropolitan Parks and Property Department is prepared to expedite the disposal process, although it is estimated that it would take 3-4 years to dispose of the majority of these properties.

For those Metropolitan owned properties which are rented at the time of being declared surplus, the tenants would have the right to occupy them until the existing leases expire.

Detailed survey plans will need to be prepared prior to the time when Metropolitan Council formally declares the lands surplus. Where residential developments might be proposed for any

Metropolitan surplus lands, provision should be made at the time the survey plans are prepared to retain an additional strip (up to 10 metres wide) adjacent to the Corridor. This strip would be retained by Metropolitan Toronto for future landscaping/buffer treatments.

4.0 INTERIM USES

It is not anticipated that development of the entire Corridor for transportation purposes will occur within the next 15-20 years. In the meantime, the lands set aside would remain vacant and unproductive. Since the Corridor alignment passes through an urban environment, it would be desirable to utilize the lands temporarily until construction of a transportation facility occurs. Such uses could range from allotment gardens and bicycle paths to playing fields and nurseries. The selection of interim uses should be based on the suitability of the site, availability of access and compatibility with the adjacent community. In addition, Metro's interest in a monetary return on its leased lands should be an important factor in determining the type of uses and leasing arrangements.

It should be noted that the Ontario Municipal Board, in dealing with a development application (which was considered to be an interim use), affecting the Eglinton Transportation Corridor, dismissed the application on the basis that it was not in conformity with the Metropolitan Official Plan. This O.M.B. decision has led to a proposed amendment to Section 6.G of the Metropolitan Official Plan which is presently before Metropolitan Council. The purpose of the proposed amendment

is to clarify that the ultimate use of a Corridor for a major transportation facility will require an amendment to the Plan, but that in the interim, other uses of a temporary nature may be permitted without amendment to the Plan provided that they are in conformity with area municipal Official Plans and zoning by-laws.

Presently, there are 8 parcels of land within the Corridor, which are leased out, and a further 26 residential properties are rented on a monthly basis. The total area of these lands represents a small proportion of the total Corridor and the total Metropolitan holdings. The gross revenue received from these Metro properties east of Victoria Park Avenue is currently about $315,000.00 per year. Appendix B indicates the location, lessee, the existing use and term and expiry date of lease agreements for these 34 properties.

4.1 Proposed Uses

During the course of the study the following list of possible uses for Metropolitan lands within the Corridor was compiled.

Agricultural Uses: Allotment gardens, nurseries, tree farms, greenhouses, fruit and vegetable stands, garden supply centres, farmers markets.

Passive Uses:	Temporary parkland, nature trails, picnic areas.
Recreational Uses:	Sports playing fields, driving ranges, miniature golf courses, cross country ski trails, snowmobile trails, riding stables, bicycle trails, Go-Kart circuits, amusement parks, fairs, flea markets.
Vehicle Storage Uses:	Automobile dealer parking, truck parking, trailer parking, campers, motorcycles, construction equipment.
Commercial Uses:	Commuter parking, commercial parking, drive-in theatres, lumber yard storage, building supply storage, industrial storage (non-toxic), advertising signs.

The specific proposals suggested in this report are primarily public, non-revenue generating uses. They should be considered as possibilities, but should not preclude commercial activities. It is expected that a variety of proposals from the private sector will be forwarded for Metro's consideration and approval.

These proposals would have to be appraised according to established criteria.

One of the most extensive facilities proposed within the Corridor is a bicycle path running from the Scarborough GO station to the Eglinton GO station. This stretch of the Corridor would be ideal to accommodate a commuter bicycle path and winter ski trail, since Metro owns the total right-of-way. Provisions could be made to link and extend the bicycle path to the adjacent residential communities south of the Corridor. The trail itself should be constructed by Scarborough according to Metropolitan standards for bicycle paths. Direct connections should be provided with both GO stations and bicycle parking made available by GO Transit.

If this interim bicycle trail proves to be acceptable and desirable both from a Metropolitan and Scarborough point of view, it may be incorporated as a permanent facility into the design of any future road facility. Its placement can be easily accommodated within the proposed landscaping treatment at the south edge of the Corridor.

In the section between Galloway Road and east of Morningside Avenue, a continuous walkway/ski trail is proposed. This trail

would connect the possible allotment gardens at Galloway Avenue, the Poplar Road Park, the Poplar Road Junior Public School, the Grey Abbey Ravine, the lake and East Point Park.

Allotment gardens would be suitable for the few areas where land is flat, has good solar exposure and is easily accessible by walking and public transit. The other key criterion in the selection of allotment garden sites is proximity to high density residential areas, where demand for this type of activity could be expected.

4.2 Review Process

As previously indicated, there is the possibility for accommodating additional types of interim uses besides those suggested, and input from the City of Scarborough and the public at large should be sought. Proposals should be evaluated on an individual basis, and in order to simplify the review process and achieve an objective decision, specific criteria and policies for future leases should be established, including the following:

- compatibility of use with adjacent land uses;
- need for erection of permanent structures;

- motor vehicle accessibility;
- environmental impact - chemicals, water pollution etc.;
- liability requirements;
- financial benefit to Metro; and
- benefits to general public.

A sub-committee of the Land Management Committee should be established to review, evaluate and recommend appropriate interim uses and lease arrangements. This sub-committee should be chaired by the Parks and Property Department and have representation from the Metro Roads and Traffic, and Metro Planning Departments. A close liaison with the City of Scarborough should be established either through representation on the sub-committee or through consultation with their Planning Department staff.

5.0 LANDSCAPE IMPROVEMENTS AND MAINTENANCE

The Scarborough Transportation Corridor is one of Metro's larger land holdings. The uncertainty of the timing and nature of its final development makes it difficult to determine the exact scope of the landscape improvements and nature of uses which may be provided within the Corridor. However, the present appearance of the Corridor has been criticized and some landscape improvements are deemed desirable, given the use of the Corridor for transportation purposes is at least 15-20 years away. The selection of landscape design concepts should be influenced by the degree of permanency, performance, function, cost of maintenance and visual quality in all seasons.

This section of the report discusses the principles of landscaping and site and planting selection criteria as they relate to the Corridor, outlines site specific proposals and staging considerations and concludes with cost estimates. It should be noted that the cost estimates are approximate based on generalized landscape concepts. Accurate costs of the landscape proposals will be available when detailed designs for specific sites are developed.

5.1 Landscaping: Principles, Design and Maintenance

Urban areas are largely perceived through their exterior environment including roads and highways, rail and utility corridors, parks and other public and private spaces. The visual appearance of those elements, as well as their function and inter-connections, are determining factors of the quality of urban environments. There is a growing awareness that urban amenities - and the high quality of life they imply have great influence on the economic vitality of the City. Therefore, it is to Metro's benefit (as well as Scarborough's) to embark on the improvements and beautification of its own facilities and properties.

Transportation and utility corridors are open space resources which consume large quantities of land and at the same time provide enormous potential for urban design. The standard engineering design of highways and roads seldom looks into the possibility of utilizing the underutilized portions of rights-of-way to provide pedestrian or bicycle facilities and landscaping is usually limited to the provision of grass areas maintained as mown turf. A common practice in many European cities is to incorporate pedestrian and vehicular needs into the planning and design process. Examples of such design practice can be

seen in Stockholm, Stuttgart and Barcelona. For example, the vacant lands within or adjacent to highway interchanges are often included in the city park systems through the provision of adequate pedestrian linkages. Reforestation, where possible, has been advocated as a meaningful method in maintenance cost reduction and in support of the ecological processes in the city.

Most of the present urban landscape relies heavily on technology and high energy input. Maintenance costs in terms of machinery, fuel, fertilizers and herbicides, whose objective is to perpetuate an unchanging and sterile landscape, are constantly escalating.

In addition, the planting species very often are not native to the locality (exotic) or suitable for the selected site. They are not sturdy enough to withstand climatic variations and, therefore, require frequent replacement.

The decorative quality of the planting material, including colours and shapes to be enjoyed in all seasons, has not been fully exploited.

Deciduous trees lose their leaves in winter. Solitary trees

spaced widely apart and evenly along the street edge, do not contribute much to the streetscape and have only a slim chance of survival in an urban setting.

For all these reasons, it is suggested that a landscape concept for the Scarborough Transportation Corridor include the following principles:

(i) to utilize natural processes in order to reduce the constantly increasing need for new technology and rising maintenance costs and to avoid monotonous landscapes;

(ii) to modify and reduce the grooming regimes and the amount of grassland requiring constant mowing;

(iii) to select plant species native to the region, in order to provide maximum colour and visual delight throughout all seasons, especially during the winter months; and

(iv) to use ground cover and shrubs wherever possible, especially on slopes and embankments.

5.2 Site and Planting Selection

The proposed site specific landscape designs are directly related to the timing of the Corridor's development. The proposals which follow in the next sub-section relate only to Metropolitan-owned lands. Landscaping is not proposed for Metropolitan properties presently being leased or those which are to be declared surplus to permit development in the near future. In the latter case, Metropolitan Toronto should retain a strip of land (up to 10 metres wide) beyond the Corridor limits shown on Exhibits 5 -14 to provide future landscaping/buffer treatments adjacent to any new residential development.

Metropolitan properties which are not going to be declared surplus for disposal are proposed to be landscaped in a manner which would reflect the permanancy of the treatment and provide visually attractive streetscapes along the Corridor's edges and at key locations. Planting should include species which have a longer life span and would mature to provide adequate screening and protection to the adjacent areas. In addition, berms, fences and walls could be considered in areas where noise levels would be extensive. This type of landscape treatment is recommended along the sections of the Corridor abutting single family residential developments, where

adequate surplus land is available to accommodate such treatment. In addition, it is proposed that these sections be considered for the first phase of landscaping treatment, in order for planting to mature prior to the completion of any transportation facilities within the Corridor.

Where future transportation facilities will alter the existing conditions, it is proposed that landscaping be carried out in such a way as to provide an "instant" visual improvement, but with minimum costs. The selected landscaping should reflect those objectives. Fast growing and sturdy trees which can withstand the adverse site and climate conditions and require minimum care would be best suited for such locations. Reliance on planting material which is native to the region would help reduce maintenance costs as well. The Scarborough Transportation Corridor passes through predominantly suburban areas, which present less adverse conditions for tree cultivation than the ones in more densely developed parts of the City of Toronto. The suburban context also allows for greater variation in species because of the more favourable atmospheric conditions, which in time can be used to relieve the monotony of the streetscape. This is especially important in creating a "winter landscape", with the intent to improve winter conditions such as wind velocity, snowdrifting and the bleakness of the urban landscape.

Coniferous trees, such as pine and spruce, are quite sturdy for our climate and, if planted in groups not more than 3 metres (10 ft.) apart, could thrive and produce an attractive landscape for all seasons. The proportion of coniferous trees and shrubs in urban areas with cold climates, such as Metropolitan Toronto, should be considerably increased in order to achieve variations in height, form, texture and colour.

5.3 Site Specific Proposals

Specific landscape treatments and interim uses proposed for the Corridor are illustrated on Exhibits 15 through 24. These are general proposals indicating the type of planting such as shrubs and trees and are not intended to provide specifications on planting materials. Detailed landscaping plans would be required for each site in order to provide quantitative estimates for the planting materials as well as detailed cost estimates.

(1) Victoria Park Avenue (Exhibit 15)

Landscaping is proposed within the Corridor limits (approximately 150 ft. south of the bridge) on the east side of Victoria Park Avenue. Low spread shrubs, smaller, faster growing trees and ground cover are suggested for the slope of the embankment.

Landscaping fronting Victoria Park Avenue should include densely planted and fast growing trees.

(2) Warden Avenue (East Side) (Exhibit 15)

The small open space area at the east side of Warden Avenue contains a bus shelter, but no landscaping. It is suggested that a well defined pedestrian path replace the existing informal footpath used by the local residents and transit users. Landscaping which would provide a pleasing setting around the bus shelter is recommended.

(3) Kalmar Avenue (Exhibit 15)

If the triangular parcel of land abutting the rear yards of the single family properties fronting Hollis and Kalmar Avenues becomes a local park, the entrance to it will have to be provided from Kalmar Avenue. A gate to the park and appropriate landscaping by Scarborough would be desirable. In the interim period, it is suggested that the existing railing be removed and a park bench be placed there instead.

(4) Danforth Avenue (Exhibit 15)

The open space south of Danforth Avenue is heavily used by local residents and transit users. It is suggested that a

bus shelter and several benches be provided, that footpaths be established, based on the existing pattern of pedestrian use, and that landscaping be undertaken for the total length from the bridge.

The embankment at the north side of Danforth is proposed to be landscaped using ground cover and shrubs suitable for year round visual effect.

(5) Midland/St. Clair Avenue (Exhibit 17)

This is a site where landscaping should be undertaken immediately. The primary focus should be along the frontages of St. Clair and Midland Avenues and the portion of the railway embankment in close proximity to the arterials.

The existing tree planting along the north side of St. Clair Avenue and both sides of Midland Avenue has been carried out by the Scarborough Parks Department. However, the wide spacing between trees and their small size do not contribute visual quality to the streetscape.

It is proposed that additional trees be added to the existing tree lines along Midland Avenue and the north

side of St. Clair Avenue. Large amounts of vacant space will allow for planting in clusters, which would contribute toward improved streetscape and healthier growth.

(6) Midland Avenue to McCowan Road (Exhibit 19)

Within this section of the Corridor, from the Scarborough GO Station to the Eglinton GO Station, it is proposed that a continuous bicycle and ski trail path be established which can be used for commuting purposes as well. The bicycle facility could be incorporated into any future road design with the possibility of inclusion into the landscaped portion at the south edge of the Corridor. The Brimley intersection has adequate landscaping which should be retained. Signs and gates indicating the bicycle path should be erected at this location. In keeping with Metropolitan Toronto policy, the bicycle facility would be built and maintained by Scarborough.

(7) Eglinton/Bellamy (Exhibit 20)

The embankment on both sides of Eglinton Avenue requires landscaping. Evergreen shrubs, conifers and ground cover are recommended to replace grass and reduce maintenance costs.Landscaping is desirable along both sides of Eglinton Avenue to soften the bleakness of

the streetscape and could be a part of a future beautification program for the Metropolitan arterial roads system.

(8) Markham Road (Exhibit 20)

At the intersection with Markham Road, very little landscaping is proposed due to the existing grade difference caused by the bridge overpass. Low spreading shrubs (evergreens), ground cover and small trees planted along the slope are recommended for this location. The most suitable use for the Corridor lands at this location would seem to be allotment gardens since they could serve the needs of the residents in the adjacent high rise apartment buildings.

(9) Kingston Road (Exhibit 22)

It is suggested that the lands immediately west of Kingston Road be landscaped with "buffer" trees which, at maturity, would provide adequate screening to the adjacent residential communities. The same treatment is recommended for the section of the surplus lands east of Kingston Road and opposite the GO station parking lot. The existing heavily wooded areas from the GO station to Galloway Road should be retained as open space areas and

maintained by Scarborough. This could be an area where natural forestation is encouraged.

(10) Galloway Road/Poplar Road/Morningside Avenue (Exhibits 22 and 23)

The terrain in this section is flat with good southern exposure. For these reasons, allotment gardens would be appropriate as interim uses immediately east of Galloway Road. A walkway is proposed from Galloway Road to the Greyabby ravine linking the local park and school site to the west with the Metropolitan park system and the lakeshore to the east. East Point Park is anticipated to become the major regional facility for the eastern part of Metro and pedestrian, bicycle and/or ski trails should be considered as an integral part of its design and accessibility. Planting of poplar trees is recommended on the west side of Poplar Road.

(11) Manse Road Alignment (Exhibit 24)

Redesign of the Corridor's alignment provides opportunities for the immediate establishment of landscaped edges. Dense tree plantings should be executed on the narrow strip of surplus land on both sides of the Corridor, as shown on Exhibit 24. Allotment

gardens and recreational facilities serving the immediate neighbourhoods would be appropriate as interim uses.

The portion of the Corridor south of Coronation Drive is proposed to be left as a meadow requiring minimum maintenance.

5.4 Staging of Landscape Improvements

It is anticipated that the proposed landscaping would be carried out in stages, depending on the availability of funds and coordination with other Metro and Scarborough work programs. While the majority of the landscaping proposed would be funded by Metro, it should be noted that other items which may be included in the overall landscaping plan, such as park benches, bus shelters and bicycle path gates, are normally provided by the area municipalities. In addition any more formal or ornamental landscaping (e.g. flower gardens or parkettes) at selected locations should be undertaken by the City of Scarborough. Furthermore, future development sites on Metropolitan surplus lands should be landscaped by developers in accordance with the principles outlined in this report and to the satisfaction of Scarborough and Metropolitan officials.

In order to achieve maximum visual impact and maximum long term benefits from the investment, it is suggested that a staging plan be developed. The initial landscaping program should include two types of treatment:

(1) Landscaping of areas which are exposed to view by large numbers of travellers and passersby. These are at major intersections such as Victoria Park, Danforth Avenue, Midland/St. Clair and Eglinton/Bellamy. Landscaping of these intersections may be incorporated into an overall landscape improvement program which the Metro Roads and Traffic Department is planning to establish in the near future. For an immediate visual impact, larger and fast growing trees and shrubs planted close together should be used.

(2) Landscaping of areas adjacent to existing residential development (primarily single family) is proposed by planting trees so that an effective visual buffer can be established well in advance of the construction of any transportation facility. Early planting in these areas can be done economically using seedlings in large quantities.

Following completion of the implementation of the initial

landscaping program, the plan should be updated, as necessary, to include treatments for any properties for which leases have not been extended, any surplus properties which cannot be disposed of and any properties newly acquired by the Metropolitan Corporation.

5.5 Cost Estimates

It is difficult to provide an estimate for the total cost of landscaping without detailed plans for each location. The rough cost estimate for the landscaping of the areas illustrated on Exhibits 15 through 24 is approximately $400,000.00. This is based on the following estimated unit costs for different types of planting:

- Conifers or evergreens proposed to be used along the corridor include pine, spruce and cedar. The unit price is based on the height of the specimen:
  - Pine and Spruce 175 cm (5'-6') tall $70.00
  - Cedar 150 cm (5') tall $28.00

  The distance between evergreens should be 3 metres (10 feet).
  Deciduous trees however should be planted 6 metres (20

feet) apart. The large size (70 mm (2½") caliper) deciduous trees cost about $125.00.

- Shrubs are normally planted with bare roots, 80 cm (2½ feet) tall and cost $4.75 per unit.

Labour, materials, care and warranty for 1 year is estimated to have a multiplying factor of 3.25 per tree unit, e.g. one pine tree $70.00 x 3.25 = $227.50. Of course, each site poses its own conditions related to soil amendment, required watering for tree establishment, vandalism, etc. and therefore, the unit costs may vary for each site. For this reason it is difficult to provide more accurate cost estimates before detailed landscaping plans are prepared.

The total cost could be reduced if seedlings are used and if a reforestation process is encouraged. However, such type of landscaping requires a longer time to mature and, therefore, should be used selectively. Assuming this is done, the cost might be reduced to about $350,000.00. A detailed landscaping plan and program that could be implemented in 3 years (i.e. $120,000.00 to $150,000.00 per year) should be developed by the Parks and Property Department with the assistance of the proposed sub-committee of the Land Management Committee.

The existing maintenance cost within the Corridor is $30,000.00 per year. This provides for tractor mowing, slashing, spraying and litter pick-ups three times a year. While the frequency of these activities could be increased, it may actually be possible to reduce the recurring annual maintenance cost through the encouragement of the natural process and reduction in the amount of mowing surface. It is therefore concluded that the frequency of maintenance not be increased provided that a commitment to a landscaping program is secured. The annual maintenance costs associated with landscaping are expected to be in the amount of $15,000.00 to $40,000.00 per year (i.e. equivalent to approximately 10 per cent. of the total landscaping cost).

The Metropolitan Treasury Department advises that funds are available from the existing capital account for the Scarborough Transportation Corridor and can be financed from the Unapplied Capital Receipts - Scarborough Transportation Corridor Account. Implementation of a landscaping plan would be undertaken by the Parks and Property Department under work orders from the Roads and Traffic Department.

6.0 SUMMARY OF CONCLUSIONS

Transportation Requirements

1. The basic property requirements of the Corridor between major intersections are as follows:

- o Expansion of C.N. rail corridor on the south side due to shifting of tracks:
  - up to 14 ft. at certain locations;

- o Arterial Road facility:
  - 130 ft.

- o TTC transit facility - St. Clair to Eglinton:
  - 35 ft.

- o TTC transit facility - Eglinton to Morningside:
  - 6 ft. (in addition to a 29 ft. portion of rail corridor, assuming rail corridor right-of-way can be reduced 92 ft. as agreed to by C.N.)

The total basic requirement varies between 130-150 ft. with the exception of the section between St. Clair and

Eglinton Avenues where 165 ft. is needed. These requirements would not normally provide for sufficient landscaping/buffer treatments.

2. At intersections, however, the road requirements are greater. To accommodate corner rounding and extensive grading requirements and to protect the option for grade-separated movements at certain locations, additional right-of-way will be required. Since the specific intersection requirements cannot be identified at this time, the road requirements shown in the 1973 DeLCan reports should provide the basis for determining surplus lands.

3. An 86 ft. right-of-way should be protected for a north-south connecting road between the Corridor and Gerrard Street approximately 1,300 ft. (400 metres) east of Victoria Park Avenue. A road built in this right-of-way would be the main connection between a new arterial road within the Corridor and the street system within the City of Toronto. Most of the property required for this right-of-way is owned by the City of Scarborough and could be acquired through exchange of Metroplitan owned surplus properties in the area.

4. An 86 ft. right-of-way should be protected south of Coronation Drive along the eastern edge of the Metropolitan owned lands for a future north-south collector road proposed by Scarborough. Between Lawrence Avenue and Coronation Drive this road would be accommodated within the Scarborough Transportation Corridor itself. A northerly extension of the road from Lawrence Avenue to Highway No.2A could also be accommodated for the most part within the Corridor.

Surplus Properties

5. Thirty-two Metropolitan-owned properties with a total estimated market value of $25 million have been identified as surplus to the Corridor requirements. These properties should be released for disposal in accordance with procedures recently approved by Metropolitan Council, providing opportunities for development and additional tax base for the City of Scarborough and Metropolitan Toronto.

6. The precise definition of Metropolitan surplus lands should consider the need to provide appropriate landscaping/ buffer treatments where the lands have the potential to

be developed for residential purposes. A strip up to 10 metres wide would be required for this purpose. In addition, appropriate setback requirements should be established by Metropolitan Toronto staff and included as a condition of closing of the sale of any surplus property.

7. The existing Unapplied Capital Receipts - Scarborough Transportation Corridor Account, which has been used to accumulate the proceeds from the sale of properties previously declared surplus should be retained and utilized for the accumulation of all additional funds from the sale of the above noted 32 properties. These funds would be available to finance the purchase of additional vacant lands within the Corridor by Metropolitan Toronto as they become available, subject to the approval of the Ontario Municipal Board. The additional costs associated with the disposal process of the surplus lands would also be financed from these funds.

Interim Uses

8. 34 Metropolitan owned properties within or adjacent to the Corridor are now being used on an interim basis. Of these, 26 are residential premises rented on a monthly

basis and 8 parcels of land are leased out. 9 of the rented residential premises and 5 of the leased lands are proposed to be declared surplus to the Corridor requirements. The combined area of the portion of these thirty-four properties within the Corridor represents a small percentage of the area of all Metropolitan lands within the Corridor. The total gross annual revenue to Metropolitan Toronto from these properties is currently about $315,000.00.

9. Acceptable interim uses for the Corridor have been identified. Other suggestions from the City of Scarborough would be welcome. Specific proposals should be encouraged from both the private and public sectors. These proposals should be assessed by a sub-committee of the recently approved Land Management Committee. This sub-committee, which is to be comprised of staff from the appropriate Metropolitan Departments, would prepare recommendations for consideration by the Land Management Committee and ultimately Metropolitan Council based on its assessment of site-specific proposals.

Maintenance and Landscaping

10. Maintenance costs for the Corridor are currently $30,000.00 per year. This allows for three mowings of those Metropolitan lands not currently being rented or under lease. This basic maintenance cost need not be increased if a comprehensive landscaping plan is implemented beginning in 1989.

11. The implementation of a Corridor landscaping plan should be completed over a three year period at an annual cost to Metropolitan Toronto of between $120,000.00 and $150,000.00. The plan should be based on the principles and proposals put forward in this report. It should be developed by the Parks and Property Department with the assistance of the proposed sub-committee of the Land Management Committee and the City of Scarborough. Annual maintenance costs for the newly landscaped areas are expected to range between $15,000.00 and $40,000.00.

12. The initial landscaping plan would not include landscaping of Metropolitan lands currently being rented or leased, nor would it include landscaping on lands adjacent to those identified in this report as being surplus. Any

necessary landscaping of these areas would be considered as part of the updating of the landscaping plan.

13. Following completion of the implementation of the three year landscaping plan, the plan should be updated as necessary to include treatments for:

(a) any properties for which leases have not been extended;

(b) any surplus properties which cannot be disposed of;

(c) any lands being retained adjacent to surplus properties which are disposed of and which are developed for residential purposes; and

(d) any properties newly acquired by the Metropolitan Corporation.

It is expected that the annual cost of implementing any additional landscaping (based on an updated landscaping plan) would be greatly reduced from the $120,000.00 - $150,000.00 annual level.

14. The cost of existing maintenance programs for the Corridor lands as well as costs of implementation of the landscaping plan and maintenance of the landscaped areas would be charged to the existing capital account for the Scarborough Transportation Corridor and financed from the Unapplied Capital Receipts - Scarborough Transportation Corridor Account.

APPENDICES

APPENDIX A.
ANALYSIS OF INTERSECTIONS FOR ARTERIAL ROAD CONCEPT

The Metropolitan Roads and Traffic Department assessed the implications of signalized intersections along an arterial roadway within the Scarborough Transportation Corridor between Victoria Park Avenue and Kingston Road (Highway 2A). The scope of the review was limited to the following:

- identification of the ease/difficulty with which signalized intersections could be physically constructed with intersecting cross-streets by outlining the necessary improvements to the existing road facilities;

- indication of locations where the additional set of traffic signals would not be well integrated with the existing traffic signal system due to undesirable requirements. Department guidelines indicate a minimum desirable spacing of 200 m. (700 feet) between traffic signals.

The information contained herein is presented on an intersection-by-intersection basis with the most westerly,

Victoria Park, being outlined first and continuing in an easterly succession.

1. **Victoria Park**
   - Victoria Park under Metro jurisdiction;
   - Closest set of traffic signals:
     - Danforth Avenue (fixed time) - 290 metres north
     - Gerrard Street (fixed time) - 230 metres south;
   - Angle of intersection - 90^{o};
   - Railway overpass immediately north of intersection, 4-11 foot lanes and vertical clearance of only 14 feet presently exist. Structural widening of subway to provide for an exclusive southbound left-turn lane could be impractical. Prohibition of turns would be a reasonable solution;
   - Existing Victoria Park road profile across the Corridor slopes at approximately $4\frac{1}{2}$-$5\frac{1}{2}$% and would have to be flattened through the proposed intersection;

   Entire profile adjusting would likely be carried out south of the Corridor due to the problems associated with a road lowering beneath the railway overpass.

Overall Assessment

- signalization and intersection connection is feasible with minor alterations but with no southbound exclusive left-turn lane. No need for full intersection if road does not continue to the west.

2. **Gerrard Street**

- Gerrard Street under Scarborough jurisdiction;
- Closest set of traffic signals:
  - Victoria Park Avenue (fixed time) - 450 metres west;
  - Warden Avenue (fixed time) - 1000 metres east;
- Gerrard Street travelled portion is approximately 14.6 metres (48 feet) in a 20 metre (66 feet) right-of-way;

Overall Assessment

- signalization possible. Due to high volume of southbound to westbound traffic, double turning lanes should be provided and excluded from the controlled intersection. Similarly, for the reverse direction (eastbound to northbound) double turning lanes required to handle the heavy movement. Only

single lane of traffic required for the Gerrard Street through traffic;

- Gerrard Street right-of-way would have to be increased to 27 metres (86 feet). This widening could be achieved entirely on the north side;
- A 27 metre right-of-way required between Gerrard Street and the Corridor. Alignment has to avoid approved apartment building footprints for Runnymede development.

3. Warden and Danforth Avenues

Due to the interaction which would develop between the two intersections in such close proximity as the Danforth and Warden locations would be, it is felt that they should be discussed collectively.

(a) Warden Avenue

- Warden Avenue under Metro's jurisdiction from the intersection of Hollis Avenue north;
- Closest set of existing traffic signals:
  - Danforth Avenue (fixed time) - 140 metres north;
  - Kingston Road (fixed time) - 600 metres south;
- angle of intersection - 60^{o};

- Railway overpass just north of Corridor crosses 4-11 foot lanes divided by centre pier and vertical clearance of 15 feet;
- Warden Avenue road profile slopes at 4% and would have to be flattened out for an at-grade intersection connection. Re-profiling may extend south of the present Hollis Avenue should the road profile through railway structure to the north have to remain unchanged;
- Provision of southbound right turn could be difficult due to insufficient turning space caused from the proximity of the structure to the Corridor. Detailed design would have to be done to obtain a definite answer;
- To provide an exclusive left turn, structural alterations to the rail overpass would be necessary;
- Hollis Avenue and Clonmore Drive could not operate in their present fashion due to poor operational arrangement and space limitations; consequently special treatment would have to be investigated (i.e. creation of one-way streets, "dead-ending of roads", service road arrangement);

(b) Danforth Avenue

- Closest set of existing traffic signals:
  - Warden (fixed time) - 300 metres west;
  - Birchmount (fixed time) - 540 metres east;
- Angle of intersection - 30^{o};
- distance between Danforth and Warden along the Corridor is 330 metres;
- 16 feet vertical clearance at the rail overpass;
- Danforth Avenue slopes at 5% and would require flattening. Besides the "dead-ending" of Kalmar Avenue which definitely would be required, Eastwood avenue might have to be closed to facilitate the flattening (i.e. lowering). Eastwood Avenue may also have to be "dead-ended" from a traffic operations viewpoint;
- Westbound and, to a lesser extent, eastbound exclusive left turn lanes would be very difficult to provide due to the presence of the existing rail overpass. However, the east to north-east movement could be easily achieved by way of the Birchmount intersection;
- Due to the severe obliqueness of the

intersection (30^{o}) substantial south-west and north-east corner roundings would be required to provide for right turns at these corners. In fact, on the south-west corner, major structural modifications would be required should this turning movement be provided. In all likelihood from a cost-effective viewpoint, the structural changes would not be warranted and the movement simply prohibited;

- Primary turning movements which would be required are southbound to westbound and eastbound to northbound;

Overall Assessment

Warden and Danforth locations could both be signalized intersections, but major structural alterations to existing facilities would be required to provide all the turning movements. However, of those requiring structural alterations, only the eastbound to northbound movement is considered important, and this could be provided through the Birchmount intersection. Before implementation of a signalized intersection, a comprehensive analysis will be required to determine the effects on the

nearby local road system and possible mitigating measures.

4. **Birchmount Road**

- Under Scarborough jurisdiction;
- Closest set of existing traffic signals:
  - Danforth Road (fixed time) - 730 metres north;
  - Danforth Avenue (fixed time) - 400 metres south;
- Angle of intersection - 45^{o};
- Birchmount Road grade separated and goes over CN;
- Birchmount Road profile within Corridor is in the 5.6% range and would have to be flattened to provide for an at-grade connection;
- The flattening of Birchmount to accommodate an at-grade connection with the Corridor would raise the road grades through and south of the Highview intersection, so much so that access to residential properties in the vicinity of the intersection could be cut off, thereby necessitating total acquisition of these properties;
- Exclusive left turn lanes can only be accommodated with widening to the Birchmount structure;

Overall Assessment

- connection possible with remedial work to adjust profile of Birchmount and Highview. Possibility of total acquisition of properties where profiles are raised.

5. **Woodrow Avenue**
   - Scarborough jurisdiction;
   - Angle of intersection - 90^{o};

Overall Assessment

- Engineering wise, connection with at-grade intersection could be done easily. However, connection to the south may be very disruptive to the residential area to the south and unwarranted. Connection to the north could be provided separately by creation of a "T" intersection or connection could be provided with turning restrictions imposed.

6. **Kennedy Road**
   - Under Scarborough jurisdiction;
   - Closest set of existing traffic signals:
     - Danforth (fixed time) - 550 metres north;

- none to the south;
- Angle of intersection - 45°;
- Road grade in the order of 8% as is the bridge deck in the vicinity of the south abutment;
- It appears that bridge spans some of the Corridor lands, however, the exact amount is not known due to uncertainty over CN right-of-way limit. In the DeLeuw Cather 1973 Report, the 150' CN right-of-way was centred about the existing two tracks. However, the structure's construction drawings indicated CN's intention to place trackage outside this right-of-way;
- 24 metre portal exists at the south end of the structure. This is wide enough and high enough to place a six lane road, but depending on CN's intentions as just outlined, the entire 24 metres may not be available and therefore require a substantial excavation operation to punch a road beneath Kennedy;
- Connection would require road re-profiling to lessen the slope to acceptable limits and property consequences similar to those at Birchmount Road would occur. In addition, remedial structural changes would be necessary to reprofile the deck;

- Kennedy Road south of the tracks, leads into a residential area and serves as a local collector;

Overall Assessment

Due to the substantial structural modifications to the deck that would be required to provide an at-grade intersection, and since Kennedy Road to the south does not serve as an arterial, it is felt that this location is not a candidate for an at-grade connection.

7. **St.Clair/Midland Avenues**

These two locations are treated together for the same reason Danforth and Warden were treated collectively.

(a) **St. Clair Avenue**

- St. Clair Avenue under Metro jurisdiction;
- Closest set of existing traffic signals:
  - Midland Avenue (fixed time) - 150 metres east;
  - Linden Avenue (semi-actuated) - 160 metres west;
- Angle of intersection - 45^{o};
- GO Station parking lot on Corridor lands;
- Existing profile of St. Clair Avenue about 4-5%;

- Six through lanes plus wide median piers dividing eastbound from westbound. Eastbound left-turn lane could be provided but length would be restricted by the piers;

(b) **Midland Avenue**

- Midland Avenue is a Scarborough road;
- Closest set of existing traffic signals:
  - St. Clair Avenue (fixed time) - 120 metres south;
  - Danforth Road (fixed time) - 550 metres north;
- Angle of intersection - 55^{o};
- S.T.C. starts to swing away from railway line at this point;
- Existing profile probably in the 5% range;
- CN access road built on east side of Midland Avenue;

Overall Assessment

- Connection to both Midland and St. Clair would require major re-profiling to bring the slopes down to 3%. Re-profiling would extend into and slightly through the St.Clair/Midland intersection;

- Signalization of both crossings along with the present set of signals at St. Clair and Midland would be very undesirable from an operational viewpoint due to inadequate spacing of traffic signals that would result;
- Due to the proximity of the Corridor crossings at St. Clair and Midland to the existing Midland/St. Clair intersection, as well as to each other, a substantially different road grade at these two crossing points is impossible. Consequently the crossing treatments have to be the same, either grade-separated or at-grade crossings. For the reasons outlined above, it is recommended that both be grade-separated.

8. **Brimley Road**
   - Presently under Scarborough jurisdiction but Metro Official Plan designates it as a road to be assumed by Metro;
   - Closest set of traffic signals:
     - Danforth Road (fixed time) - 940 metres north;
     - St. Clair Avenue (fixed time) - 760 metres south;
   - Angle of intersection - 57^{o};

Overall Assessment

- No problem to connect; minor re-profiling will be required.

9. McCowan Road

- Scarborough jurisdiction;
- Closest set of traffic signals:
  - Eglinton Avenue East (fixed time) - 600 metres north;
  - Kingston Road (semi-actuated) - 1030 metres south;
- Angle of intersection - 60^{o};
- 300 metres south of existing level crossing of CN Kingston line which is proposed to be grade separated. (CTC application has been made and approved). McCowan Road profile 5% across Corridor lands and will have to be altered;
- Runout of south approach of proposed grade separation could be designed to accommodate re-profiling of Brimley to 3% to facilitate signalization;

Overall Assessment

- No problem to have signalized at-grade intersection.

10. **Eglinton Avenue East**

- Metro jurisdiction;
- Closest set of traffic signals:
  - Mason Road (semi-actuated) - 300 metres east;
  - Bellamy Road (semi-actuated) - 275 metres west;
- Angle of intersection - 25°;
- GO station parking lot will be impacted;
- Profile of Eglinton Avenue is 5.5%;
- Transportation Corridor back to being contiguous to railway corridor;
- Major reprofiling of Eglinton Avenue required to lessen profile to acceptable 3%. Due to the flat angle of the intersection, extensive corner roundings are required to facilitate the eastbound to southbound and westbound to northbound right-turn movements. Furthermore, the eastbound to southbound may require extensive structural modifications to facilitate this turn movement. In all likelihood, these right turns would not be provided;
- Due to the short distance between any at-grade intersection and the columns for the existing CN

overpass, any eastbound left-turn slot may be shorter than desirable;

- Major turning movements would be southbound to westbound and eastbound to northbound;

Overall Assessment

- Due to the major road re-profiling and the structural modifications necessary to provide an at-grade connection, the travel patterns and therefore the demand requirements should be known before a definite decision can be made. Since it is beyond the scope of this review to generate the necessary data for making the decision, it is felt that a right-of-way sufficient for an at-grade intersection should be retained for the interim;
- Even if a grade-separated scheme was determined to be preferred, some type of on/off ramp at this location could be highly desirable and the wider corridor width will provide for this option;
- In summary, an at-grade connection should be protected for at this location.

11. Markham Road

- Metro jurisdiction;

- Closest set of existing traffic signals:
  - Cougar Court (semi-actuated) - 275 metres south;
  - Blakemore Boulevard (semi-actuated) - 215 metres north;
- Angle of intersection - 65-70°;
- Markham Road profile - approximately 5% and requires flattening. Raising of Markham Road as part of the re-profiling will raise Dunelm approximately 5 feet;
- Travelled portion of the bridge deck approximately 79' curb to curb. Through lanes would have to be reduced to 11' so that northbound and southbound left turn lanes could be provided without widening of deck;

Overall Assessment

- Connection possible, but Markham Road profile between Corridor and Luella Street would have to be raised substantially. Lands on the east and west would have to be raised significantly for access onto Markham;
- Total acquisition may be required in extreme cases;
- Retaining walls will be required to limit the

embankment construction to the Corridor and not on to the abutting land.

12. **Scarborough Golf Club Road**

- Scarborough jurisdiction;
- Closest set of traffic signals:
  - Lawrence Avenue (fixed time) - 1280 metres;
  - Kingston Road (semi-actuated) - 580 metres;
- Angle of intersection - almost 90^{o};
- Presumed to be one of the candidates for grade-separation under Corridor by Scarborough;

Overall Assessment

- At-grade connection feasible for present situation (refer to next point), but signalization will have to be designed into crossing protection;
- At-grade separation of Scarborough Golf Club Road with CN line will require the arterial road within the Corridor to be built over the Scarborough Golf Club Road.

13. **Kingston Road**

- Metro jurisdiction;
- Closest set of traffic signals:

- entrance to GO Station (semi-actuated) - 450 metres east;
- Guildwood Parkway (fixed time) - 600 metres west;

- Angle of intersection - 45^{o};
- Livingston Road Extension would have to be grade-separated with the Corridor arterial if it was to be built;
- Existing bridge deck width, curb to curb - 80';
- Kingston Road profile 4.5% would have to be flattened out to provide connection;

Overall Assessment

- Connection could be made with modifications being needed to road profile, and the Livingston Road Extension concern would have to be addressed. Substandard lane widths on Kingston Road required to accommodate left turn lanes. Extensive structural work could be required to provide the southbound to westbound right turn movement. Perceived as being the two major turning movements are the southbound to westbound and eastbound to northbound directions. Retaining walls within Corridor to limit the amount of embankment

placement on neighbouring lands may be required.

14. Galloway Road

- Scarborough jurisdiction;
- Level crossing will eventually be eliminated by construction of a road underpass;

Overall Assessment

- Signalized intersection feasible for the level crossing but once road underpass in in place, the cost effectiveness of such a connection will have to be re-evaluated.

15. Poplar Road

- Scarborough jurisdiction;
- Grade separation of Poplar unlikely;

Overall Assessment

- At grade connection only possible should level crossing remain.

16. Morningside Avenue

- Presently under Scarborough jurisdiction, but designated in the Metropolitan Official Plan as a

future Metropolitan Road;

Overall Assessment

- Signalization with present level crossing situation possible. Once grade separation occurs and road underpass is constructed, a signalized intersection will be expensive and the benefits of such assessed.

17. Manse Road

- Scarborough jurisdiction;

Overall Assessment

- Impossible to connect since S.T.C. has to be grade separated with CN rail line.

18. Coronation Drive

- Scarborough jurisdiction;
- Angle of intersection - 90^{o};

Overall Assessment

- No problem to provide at-grade intersection.

19. Lawrence Avenue East

- Metro jurisdiction;

- Closest set of traffic signals:
  - Manse Road (semi-actuated) - 180 metres west;
  - Bennett Road (semi-actuated) - 640 metres east;
- Angle of intersection - 90°;

Overall Assessment

- No problem to connect. Manse Road signal warrants would have to be reviewed.

20. Kingston Road (Highway 2A)

- Metro jurisdiction;
- For present Corridor alignment connection would be made where Beechgrove presently intersects with Kingston Road;
- Beechgrove would have to be taken out of intersection for operation reasons;
- Closest set of traffic signals:
  - Manse Road (semi-actuated) - 500 metres west;
- Angle of intersection - 20°;

Overall Assessment

- Connection feasible, however, provision of eastbound to southbound right turn could be cost-ineffective. Based on the number of westbound to southbound turns, provision of double left on Kingston Road could be called for or possibly a grade-separated connection if volume dictates;
- To avoid the elimination of the Beechgrove connection and to provide for the eastbound to southbound movement, a minor shift to the Corridor would permit the arterial road to connect with Kingston Road opposite the private road into the condominium development at 90°.

General Conclusion

- The basic difficulty in providing signalized at-grade intersections along the Corridor emanates from the Transportation Corridor being contiguous to the railway corridor and the fact that for the most part, the crossing roads have already been grade-separated with the tracks. Major structural and road profile modifications would have to be carried out to facilitate connections at locations where these conditions exist.

Table A-1

Summary of Arterial Road Concept for Intersection Analysis

Victoria Park Avenue	local road connection only; not likely signalized
Gerrard Street	signalized 'T' intersection
Warden Avenue	possible at-grade intersection
Danforth Avenue	possible, minor movements need not be provided for
Birchmount Road	possible, but expensive
Woodrow	possible, but not needed
Kennedy Road	expensive and not needed to the south; grade-separated
St. Clair Avenue	undesirable signal spacing; grade-separated
Midland Avenue	undesirable signal spacing; grade-separated
Brimley Road	signalized
McCowan Road	signalized
Eglinton Avenue	possible, but expensive; minor movements need not be provided for

Table A-1 (Continued)

Summary of Arterial Road Concept for Intersection Analysis

Markham Road	possible, but expensive
Scarborough Golf Club Road	signalized until railway grade-separation built
Kingston Road	possible, but expensive; minor movements need not be provided for
Galloway Road	signalized until railway grade-separation built
Poplar Road	possible, but not needed
Morningside Avenue	signalized initially; possible to retain signalized operation following railway grade-separation
Manse Road	grade-separated
Coronation Drive	signalized
Lawrence Avenue	signalized
Highway 2A	signalized initially; possible grade-separation if needed

Appendix B

Rental Properties Along the Scarborough Transportation Corridor

Address	Tenants	Existing Use	Remarks
178 Clonmore Dr.	Private	Rented residential premises	No lease
182 Clonmore Dr.	Private	Rented residential premises	No lease
206 Clonmore Dr.	Private	Rented residential premises	No lease
212A Clonmore Dr	Private	Rented residential premises	No lease
230 Clonmore Dr.	Private	Rented residential premises	No lease
10 Hollis Ave.	Private	Rented residential premises	No lease
18 Hollis Ave.	Private	Rented residential premises	No lease
20 Hollis Ave.	Private	Rented residential premises	No lease
145 Kalmar Ave.	Private	Rented residential premises	No lease
151 Kalmar Ave.	Private	Rented residential premises	No lease

Appendix B (Continued)

Address	Tenants	Existing Use	Remarks
153 Kalmar Ave.	Private	Rented residential premises	No lease
144 Eastwood Ave.	Private	Rented residential premises	No lease
151 Eastwood Ave.	Private	Rented residential premises	No lease
156 Eastwood Ave.	Private	Rented residential premises	No lease
158 Eastwood Ave.	Private	Rented residential premises	No lease
161 Eastwood Ave.	Private	Rented residential premises	No lease
90 Aylesworth Ave.	Private	Rented residential premises	No lease
106 Aylesworth Ave.	Private	Rented residential premises	No lease
182 Aylesworth Ave.	Private	Rented residential premises	No lease
232 Aylesworth Ave.	Private	Rented residential premises	No lease
302 Aylesworth Ave.	Private	Rented residential premises	No lease

Appendix B (Continued)

Address	Tenants	Existing Use	Remarks
W/S Birchmount Rd.	Rapid Refrigeration Co. Ltd.	Vacant	Leased for 10 years ending Feb 29,1996 with right to one 5-year renewal
N/E Corner Midland/ St. Clair	Private	Parking and Miniature Golf	Lease expired June 30/86, tenants continue on month to month overholding tenancy
S/S Eglinton Ave. west of Bellamy Rd.	GO Transit	Commuter Parking	Leased for Eglinton GO for 7 1/3 years ending Nov 30/1990
N/W Corner Bellamy/ Adanac	City of Scarborough	Tot lot (Playground)	Leased Jan 1/72 to City for tot lot; renewable yearly until notice given
253 Markham Rd.	Private	Rented residential premises	No lease
12 Dunelm St.	Private	Rented residential premises	No lease
S/W Corner Livingston/Westlake	Private	Vacant	Leased since 1972 to adjoining owners; no documented renewal
N/S Westlake Rd. North of Sari Cres.	GO Transit	Commuter Parking	Leased for Guildwood GO for 10 years ending Nov. 30/1990

Appendix B (Continued)

Address	Tenants	Existing Use	Remarks
125 Manse Rd.	The Supportive Coalition of Metropolitan Toronto	Residential	Leased for a group home for discharged psychiatric patients until Mar 31/1991
129 Manse Rd.	Private	Rented residential premises	No lease
4340 Lawrence Ave.E.	Private	Rented residential premises	No lease
4342 Lawrence Ave.E.	Private	Rented residential premises	Upper level of duplex No lease
Kingston Rd./West of Beechgrove	City of Scarborough	Bowling Green	Since acquisition in 1964, leased to City for bowling green.

EXHIBITS

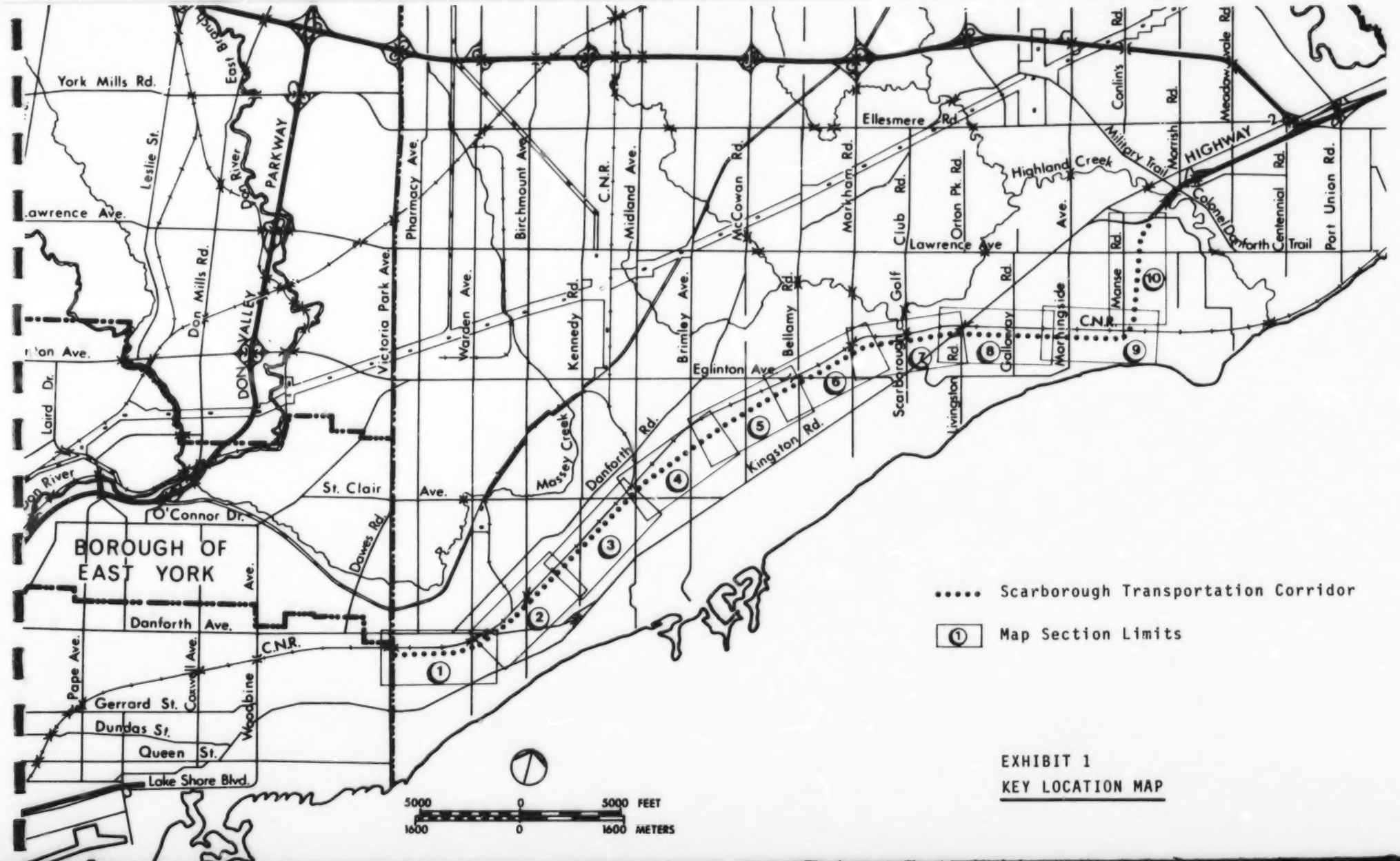
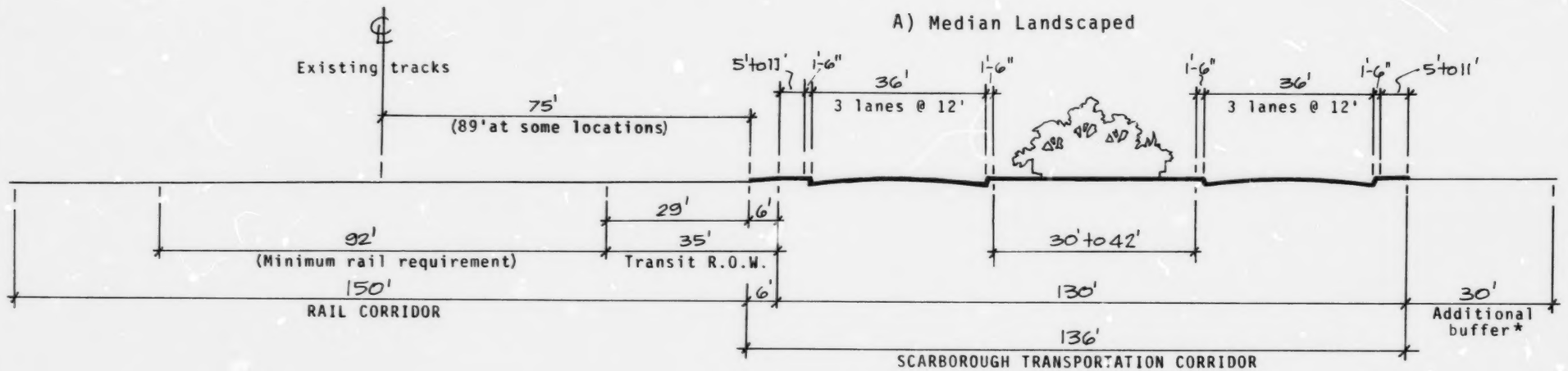
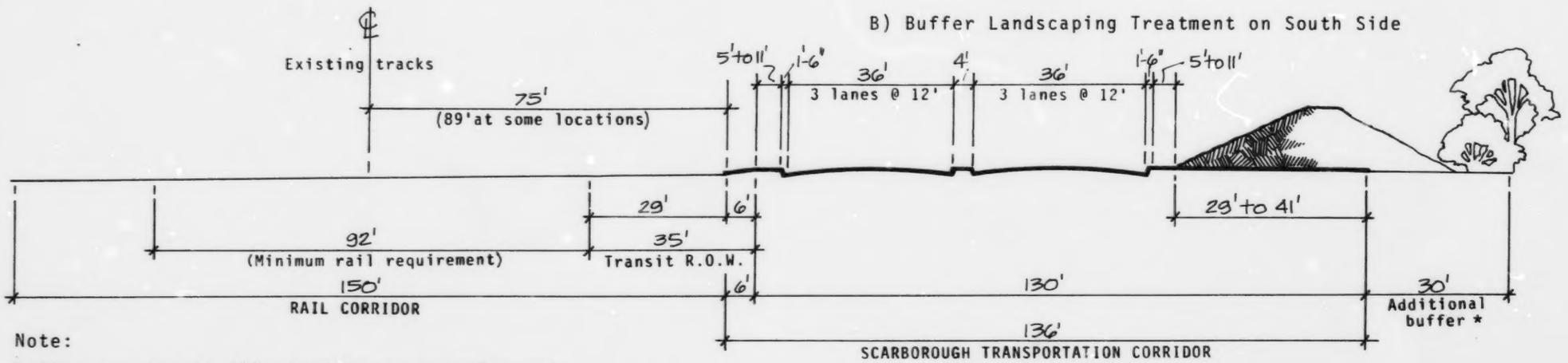


EXHIBIT 1
KEY LOCATION MAP

A) Median Landscaped



B) Buffer Landscaping Treatment on South Side



Note:

Buffer treatments illustrated are examples only. Specific treatments will vary depending on the type of transportation facility to be provided; the type of and proximity to adjacent development. Necessary facilities and possible bicycle paths will be accomodated within the buffer areas.

*Additional 'buffer treatment' will be provided only in areas adjacent to residential development.

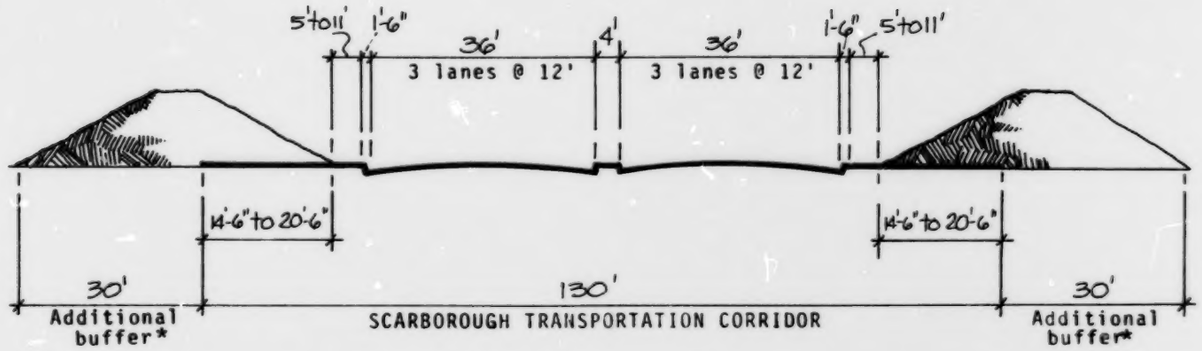
EXHIBIT 2

TYPICAL MID-BLOCK CROSS-SECTIONS (ADJACENT TO RAIL CORRIDOR)

Note:
Buffer treatments illustrated are examples only. Specific treatments will vary depending on the type of transportation facility to be provided; the type of and proximity to adjacent development. Necessary facilities and possible bicycle paths will be accomodated within the buffer areas.

* Additional 'buffer treatment' will be provided only in areas adjacent to residential development.

A) Manse Road Corridor



B) Between St. Clair Ave. and Eglinton Ave.

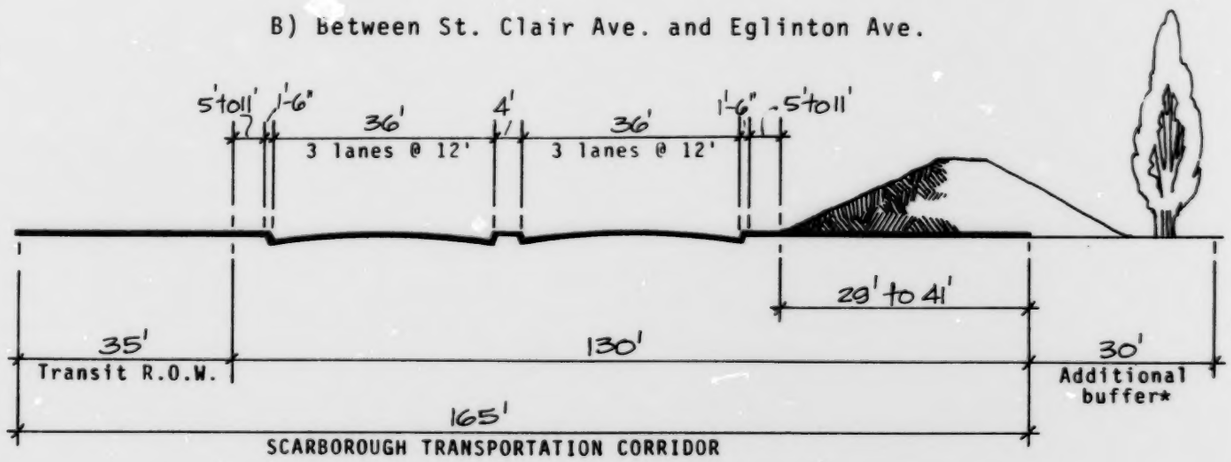


EXHIBIT 3
TYPICAL MID-BLOCK CROSS-SECTIONS (NOT ADJACENT TO RAIL CORRIDOR)

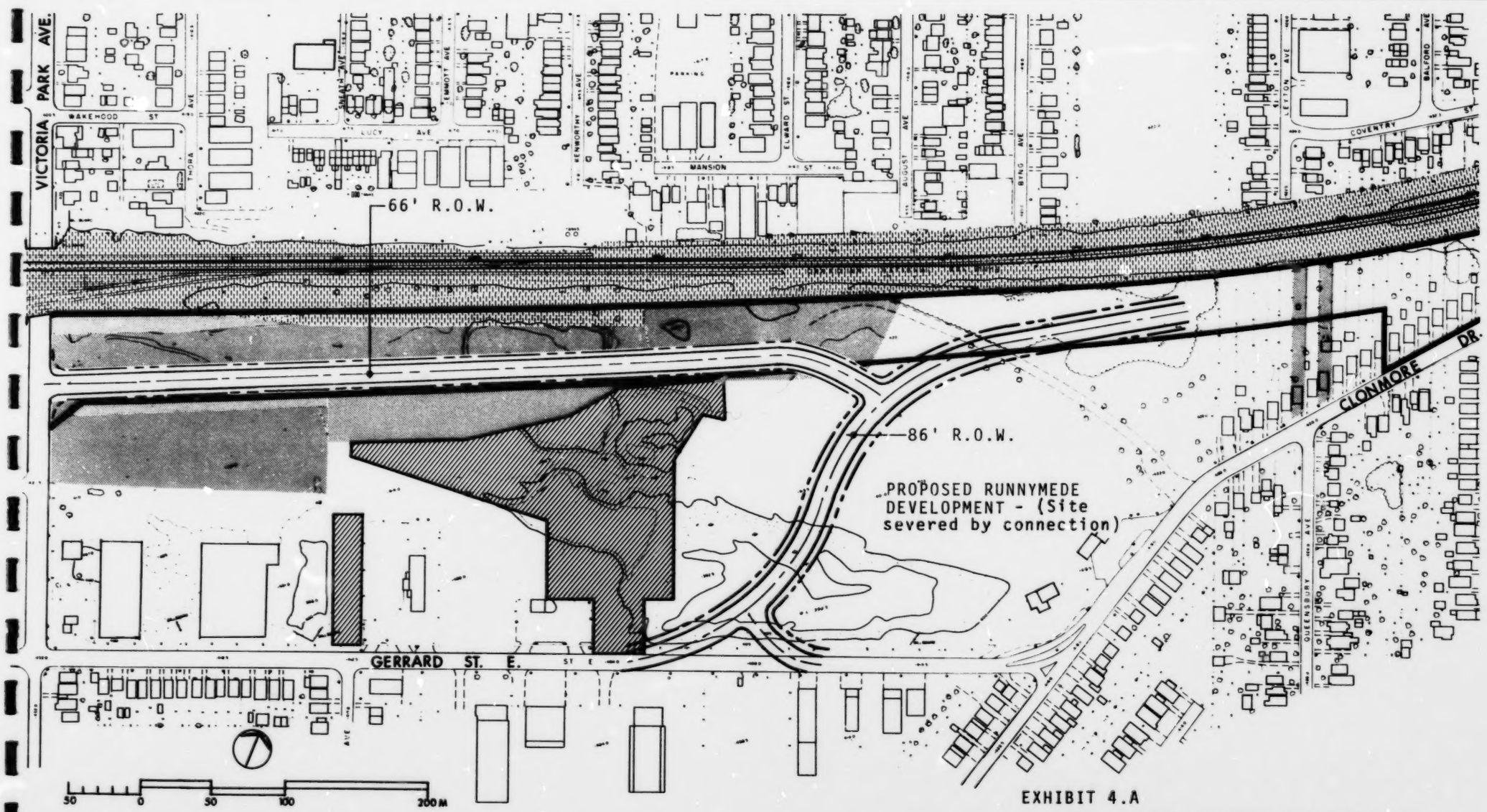


EXHIBIT 4.A

GERRARD STREET CONNECTION (SCHEME 1)

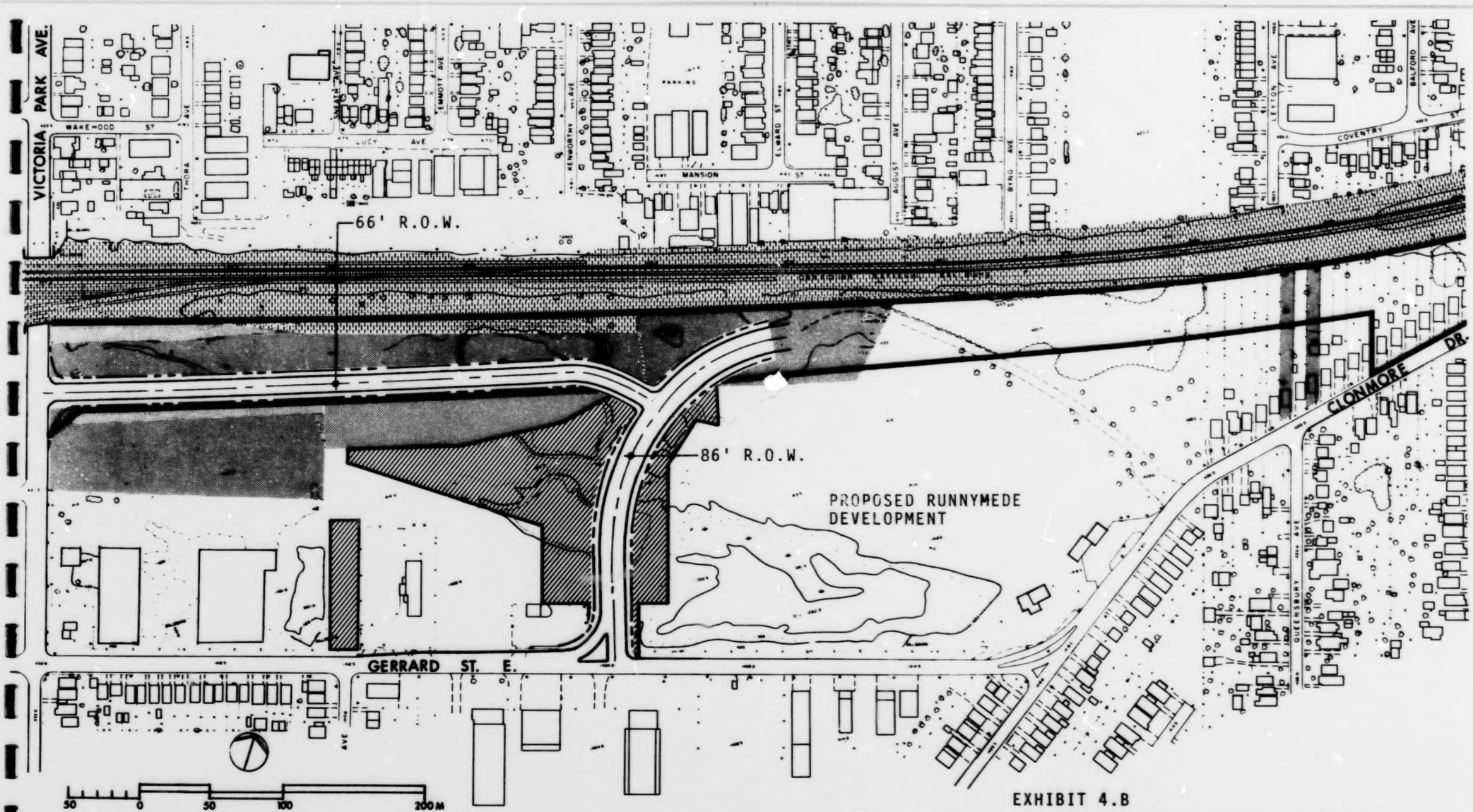


EXHIBIT 4.B
GERRARD STREET CONNECTION (SCHEME 2)

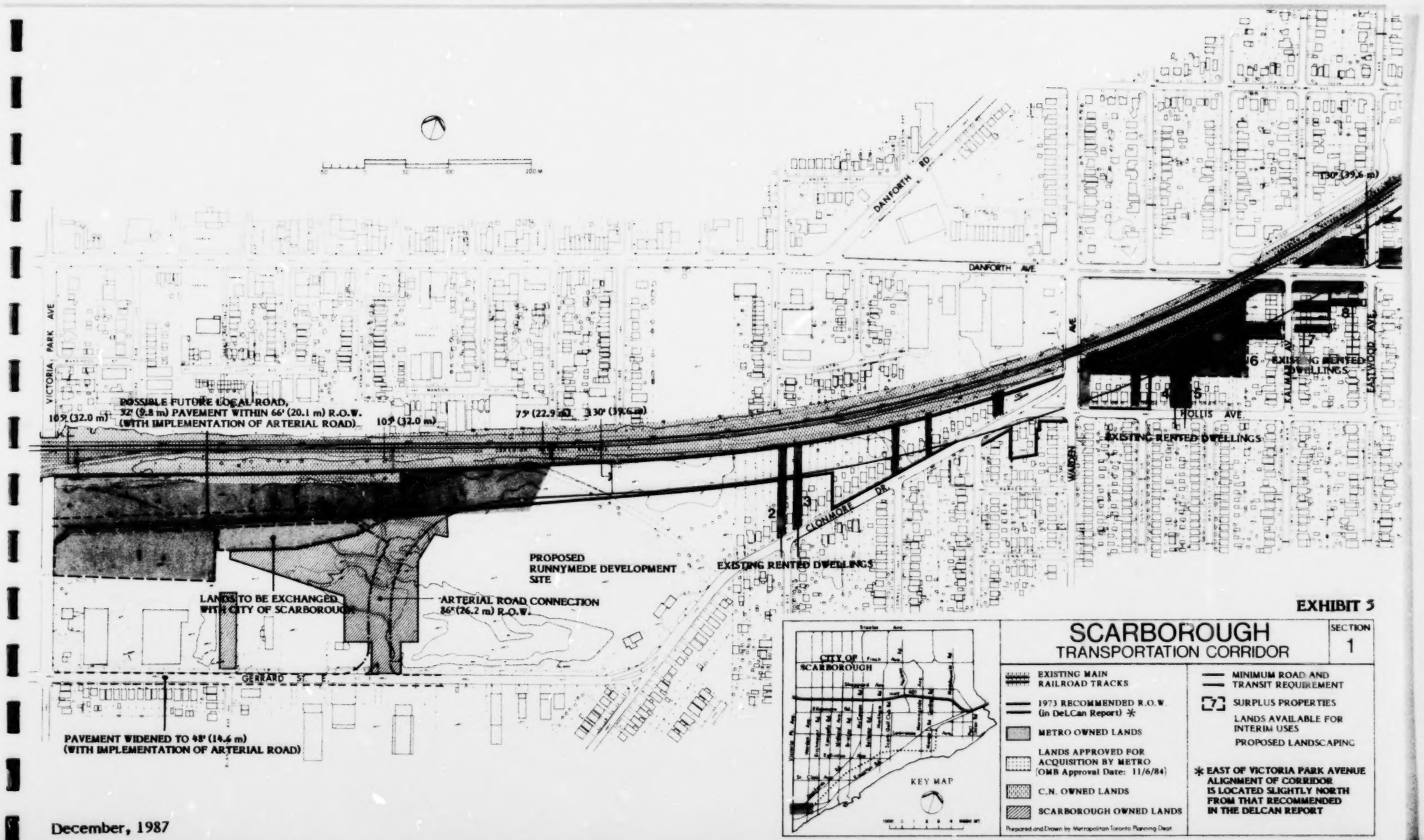


EXHIBIT 5

December, 1987

FUTURE RAIL CORRIDOR SHIFT
14' (4.3 m) TO THE SOUTH

130' (39.6 m)

FUTURE RAIL CORRIDOR SHIFT
14' (4.3 m) TO THE SOUTH

130' (39.6 m)

AYLESWORTH AVE.

EXISTING RENTED DWELLINGS

EASTWOOD AVE.

LANDS TO BE RETAINED FOR
FUTURE LAND EXCHANGE

DANFORTH AVE.

BIRCHMOUNT RD.

HIGHVIEW AVE.

7

8

9

December, 1987

EXHIBIT 6

CITY OF SCARBOROUGH

KEY MAP

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 2

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report)
- METRO OWNED LANDS
- LANDS APPROVED FOR ACQUISITION BY METRO (OMB Approval Date: 11/6/84)
- C.N. OWNED LANDS
- SCARBOROUGH OWNED LANDS
- MINIMUM ROAD AND TRANSIT REQUIREMENT
- [7] SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

Prepared and Drawn by Metropolitan Toronto Planning Dept.

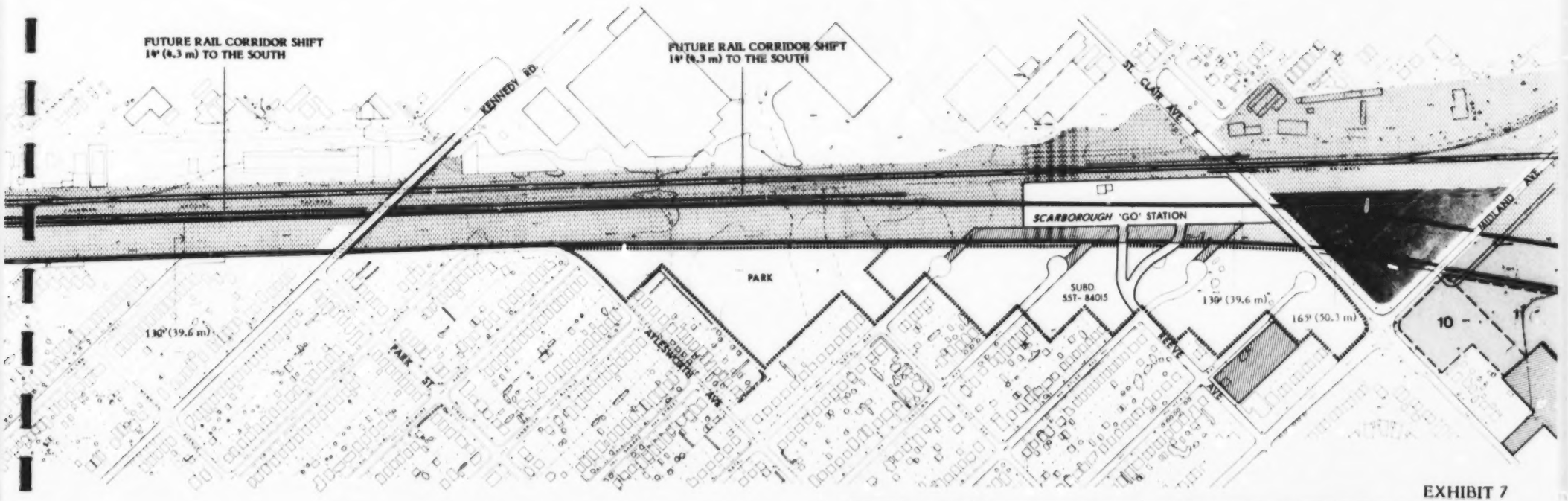
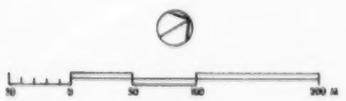


EXHIBIT 7



SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 3

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
- METRO OWNED LANDS
- LANDS APPROVED FOR ACQUISITION BY METRO (OMB Approval Date: 11/6/84)
- C.N. OWNED LANDS
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- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*BETWEEN ST. CLAIR AND EGLINTON ALIGNMENT OF CORRIDOR IS LOCATED FURTHER SOUTH FROM THAT RECOMMENDED IN THE DELCAN REPORT

Prepared and Drawn by Metropolitan Toronto Planning Dept.

December, 1987

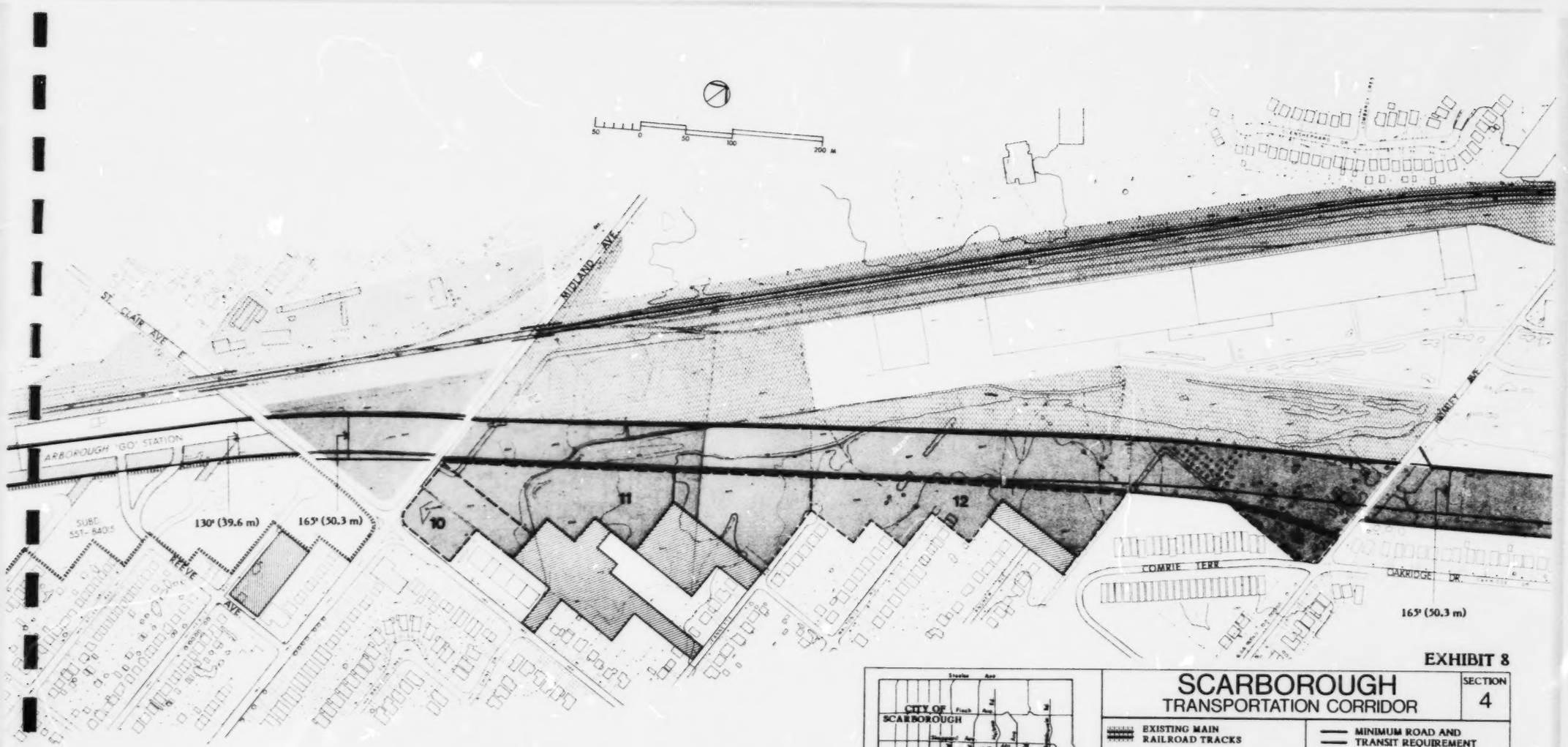
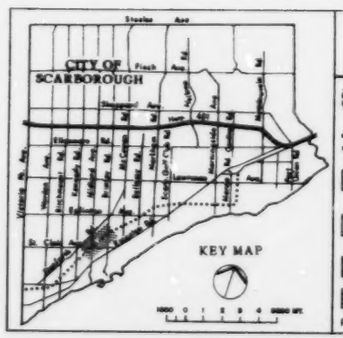


EXHIBIT 8



SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 4

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
- METRO OWNED LANDS
- LANDS APPROVED FOR ACQUISITION BY METRO (OMB Approval Date: 11/6/84)
- C.N. OWNED LANDS
- SCARBOROUGH OWNED LANDS

Prepared and Drawn by Metropolitan Toronto Planning Dept.

- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*BETWEEN ST. CLAIR AND EGLINTON ALIGNMENT OF CORRIDOR IS LOCATED FURTHER SOUTH FROM THAT RECOMMENDED IN THE DELCAN REPORT

December, 1987

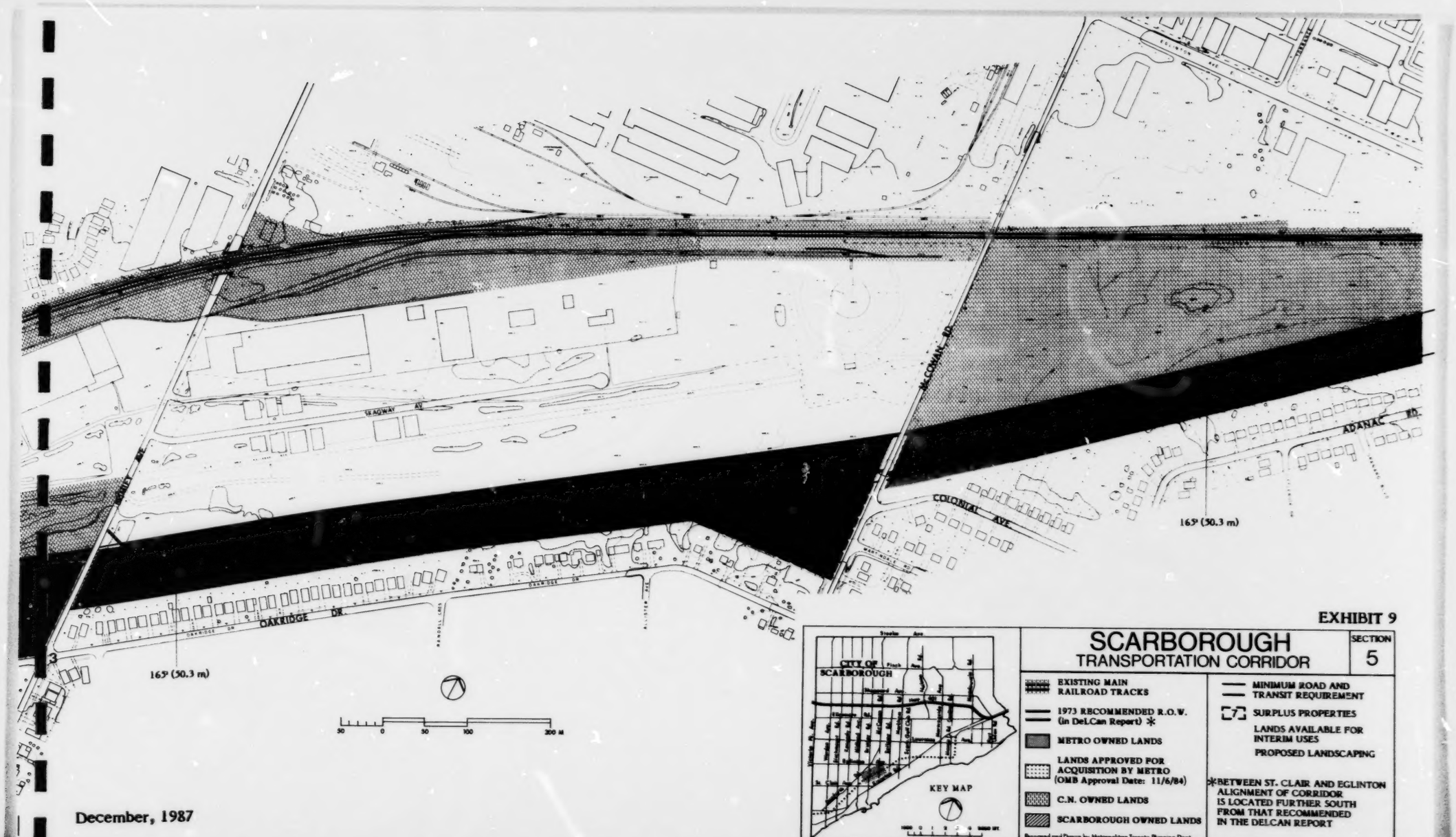


EXHIBIT 9

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 5

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
- METRO OWNED LANDS
- LANDS APPROVED FOR ACQUISITION BY METRO (OMB Approval Date: 11/6/84)
- C.N. OWNED LANDS
- SCARBOROUGH OWNED LANDS

Prepared and Drawn by Metropolitan Toronto Planning Dept.

- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*BETWEEN ST. CLAIR AND EGLINTON ALIGNMENT OF CORRIDOR IS LOCATED FURTHER SOUTH FROM THAT RECOMMENDED IN THE DELCAN REPORT

December, 1987

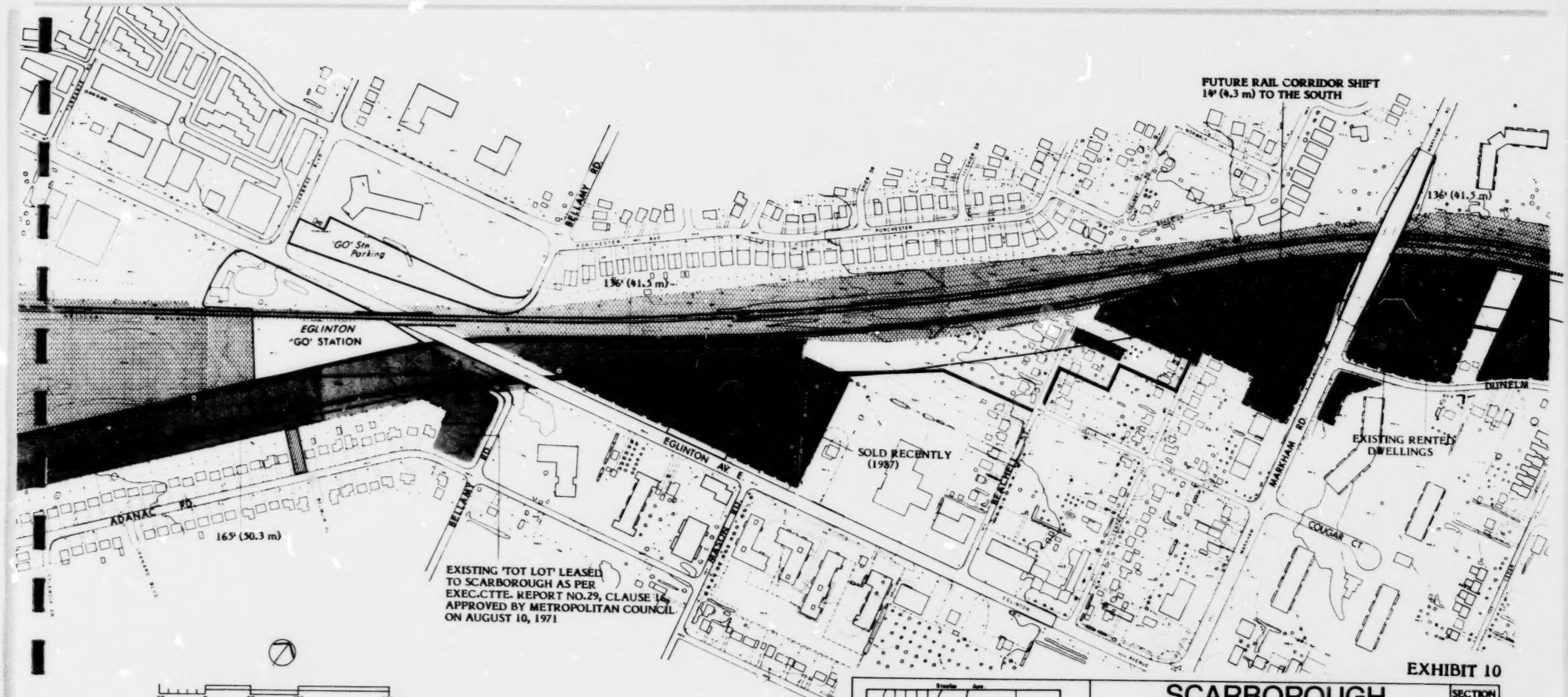
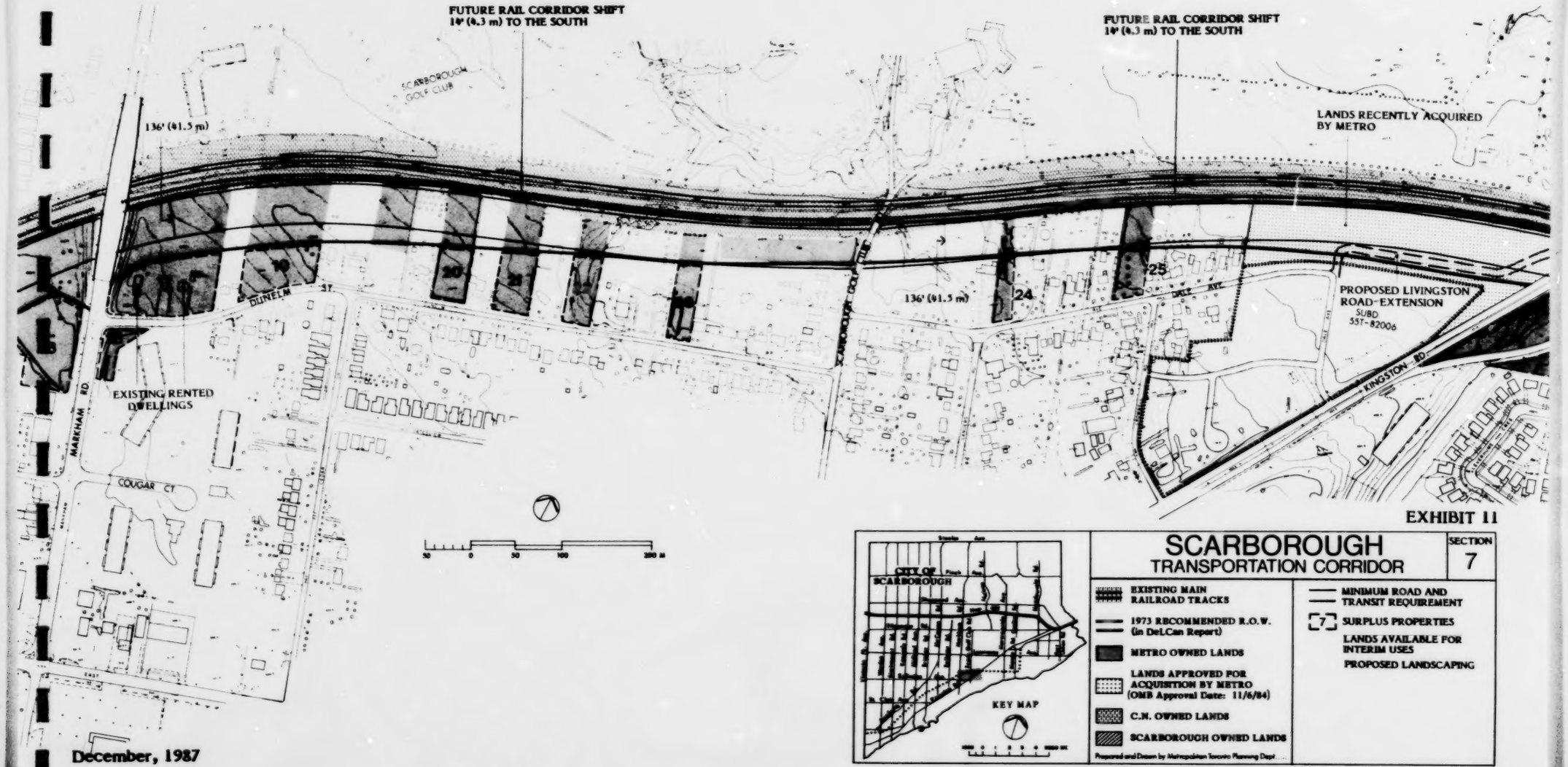

FUTURE RAIL CORRIDOR SHIFT
14' (4.3 m) TO THE SOUTH
136' (41.5 m)
136' (41.5 m)
'GO' Stn Parking
BELLAMY RD
EGLINTON 'GO' STATION
EGLINTON AV. E.
SOLD RECENTLY (1987)
BEACHELL
MARKHAM RD
DUNELM
EXISTING RENTED DWELLINGS
COUGAR CT
ADANAC RD
165' (50.3 m)
BELLAMY RD
BAXTER RD
EXISTING 'TOT LOT' LEASED TO SCARBOROUGH AS PER EXEC.CTTE. REPORT NO.29, CLAUSE 14 APPROVED BY METROPOLITAN COUNCIL ON AUGUST 10, 1971
50 0 50 100 200 m
CITY OF SCARBOROUGH
KEY MAP
SCARBOROUGH
TRANSPORTATION CORRIDOR
SECTION 6
EXISTING MAIN RAILROAD TRACKS
1973 RECOMMENDED R.O.W. (in DeLCan Report) *
METRO OWNED LANDS
LANDS APPROVED FOR ACQUISITION BY METRO (OMB Approval Date: 11/6/84)
C.N. OWNED LANDS
SCARBOROUGH OWNED LANDS
MINIMUM ROAD AND TRANSIT REQUIREMENT
7 SURPLUS PROPERTIES
LANDS AVAILABLE FOR INTERIM USES
PROPOSED LANDSCAPING
*BETWEEN ST. CLAIR AND EGLINTON ALIGNMENT OF CORRIDOR IS LOCATED FURTHER SOUTH FROM THAT RECOMMENDED IN THE DELCAN REPORT
Prepared and Drawn by Metropolitan Toronto Planning Dept.

EXHIBIT 10

December, 1987



December, 1987

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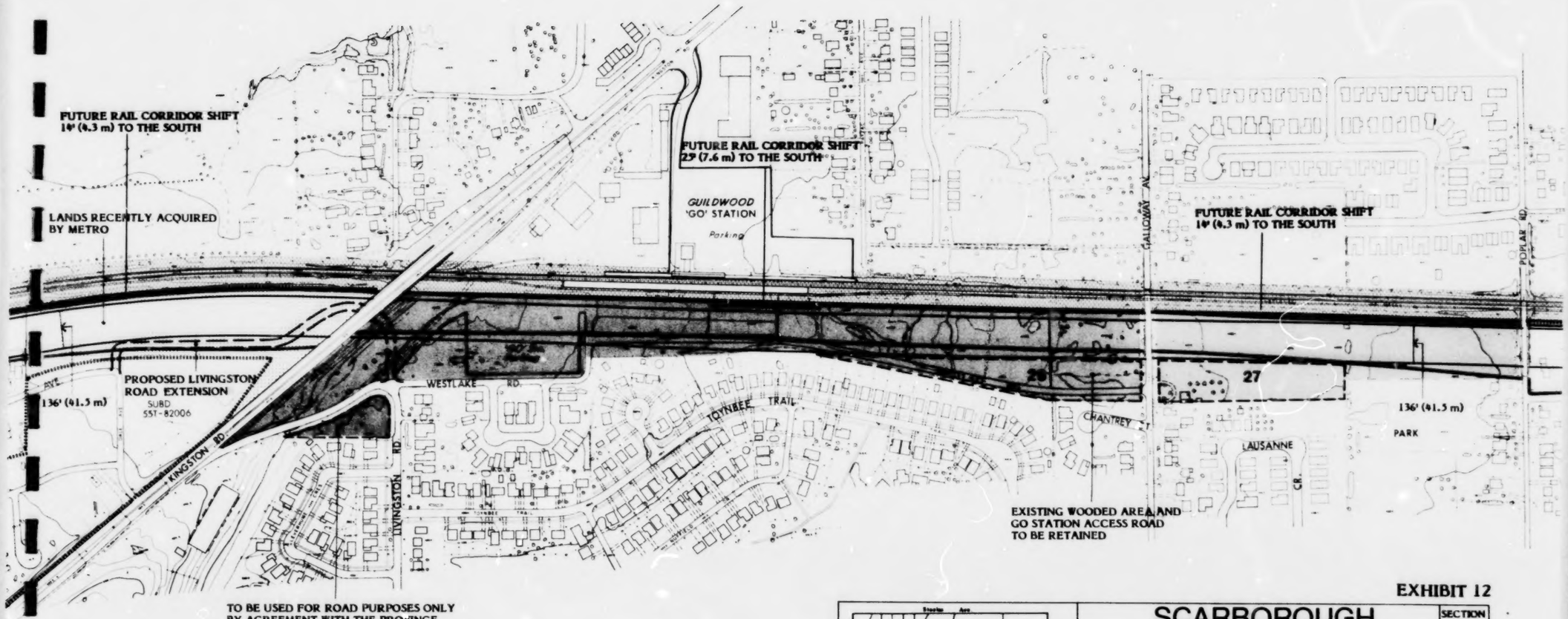

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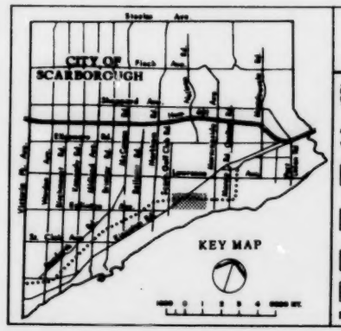

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 8

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report)
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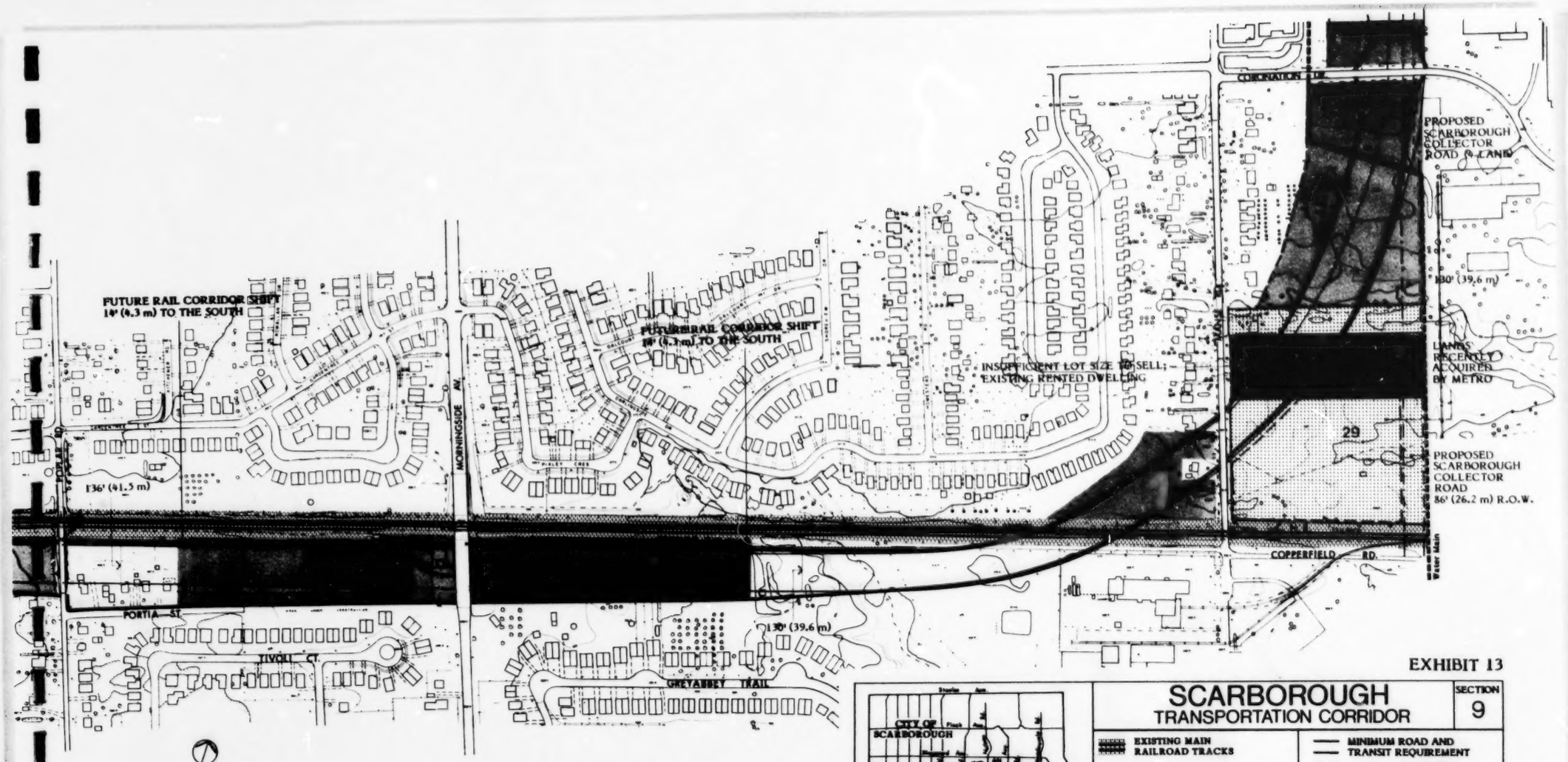
- SCARBOROUGH OWNED LANDS
- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

Prepared and Drawn by Metropolitan Toronto Planning Dept.

December, 1987



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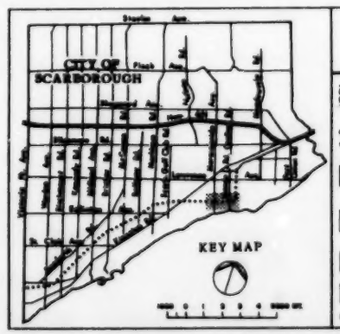

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 9

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
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- SCARBOROUGH OWNED LANDS
- MINIMUM ROAD AND TRANSIT REQUIREMENT
- 7 SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*BETWEEN MANSE ROAD AND KINGSTON (HWY 2) ALIGNMENT OF CORRIDOR IS LOCATED FURTHER EAST FROM THAT RECOMMENDED IN THE DELCAN REPORT

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December, 1987

INSUFFICIENT LOT SIZE TO SELL;
EXISTING RENTED DWELLING

LANDS RECENTLY ACQUIRED
BY METRO

MANSE RD.

CROWNTON DR.

FAIRFORD ST.

GREENS

MAYNEWOOD

LAWRENCE AVE.

CORRIDOR LIMIT SHIFTED TO WEST
TO ACCOMMODATE A FUTURE INTERSECTION
AT KINGSTON ROAD OPPOSITE
PRIVATE ROAD

KINGSTON RD.

30

29

31

130' (39.6 m)

PROPOSED SCARBOROUGH
COLLECTOR ROAD
86' (26.2 m) R.O.W.

130' (39.6 m) PROPOSED SCARBOROUGH
COLLECTOR ROAD
(4-LANE)

WOOD

GARDEN CR.

MELCHOIR DR.

EXISTING RENTED DWELLING
(PREVIOUSLY DECLARED SURPLUS)

32

MEGAN AVE. PARK

MEGAN AVE.

HWY 2

EXHIBIT 14

50 0 50 100 200 M

CITY OF SCARBOROUGH

KEY MAP

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 10

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
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- SCARBOROUGH OWNED LANDS
- MINIMUM ROAD AND TRANSIT REQUIREMENT
- [7] SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*BETWEEN MANSE ROAD AND KINGSTON (HWY 2) ALIGNMENT OF CORRIDOR IS LOCATED FURTHER EAST FROM THAT RECOMMENDED IN THE DELCAN REPORT

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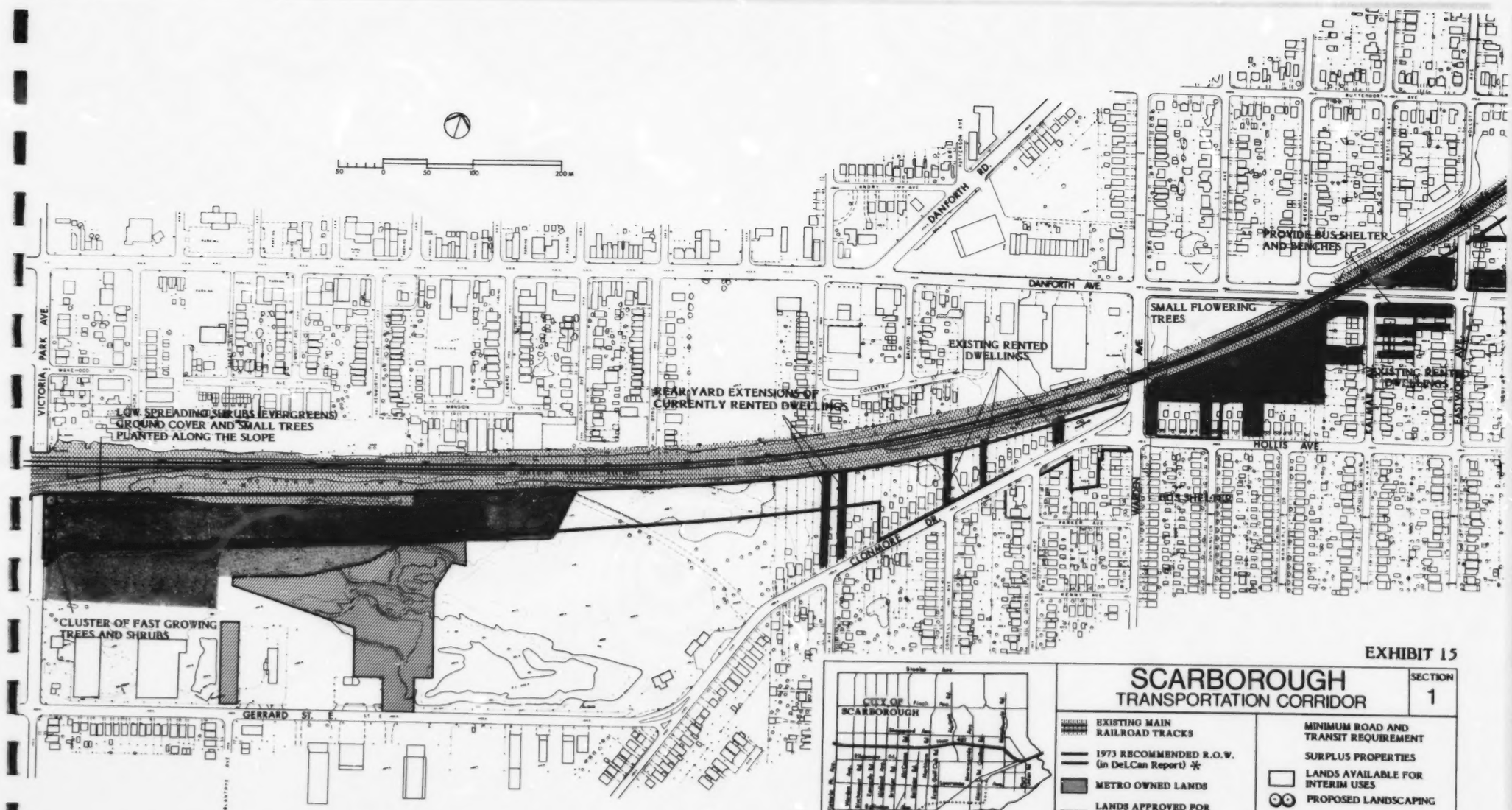
50 0 50 100 200 M
DANFORTH RD.
DANFORTH AVE.
PROVIDE BUS SHELTER AND BENCHES
SMALL FLOWERING TREES
EXISTING RENTED DWELLINGS
REAR YARD EXTENSIONS OF CURRENTLY RENTED DWELLINGS
VICTORIA PARK AVE.
LOW SPREADING SHRUBS (EVERGREENS) GROUND COVER AND SMALL TREES PLANTED ALONG THE SLOPE
HOLLIS AVE.
WARDEN AVE.
CLONMORE DR.
CLUSTER OF FAST GROWING TREES AND SHRUBS
GERRARD ST. E.
CITY OF SCARBOROUGH
KEY MAP
SCARBOROUGH
TRANSPORTATION CORRIDOR
SECTION 1
EXISTING MAIN RAILROAD TRACKS
1973 RECOMMENDED R.O.W. (in DeLCan Report) *
METRO OWNED LANDS
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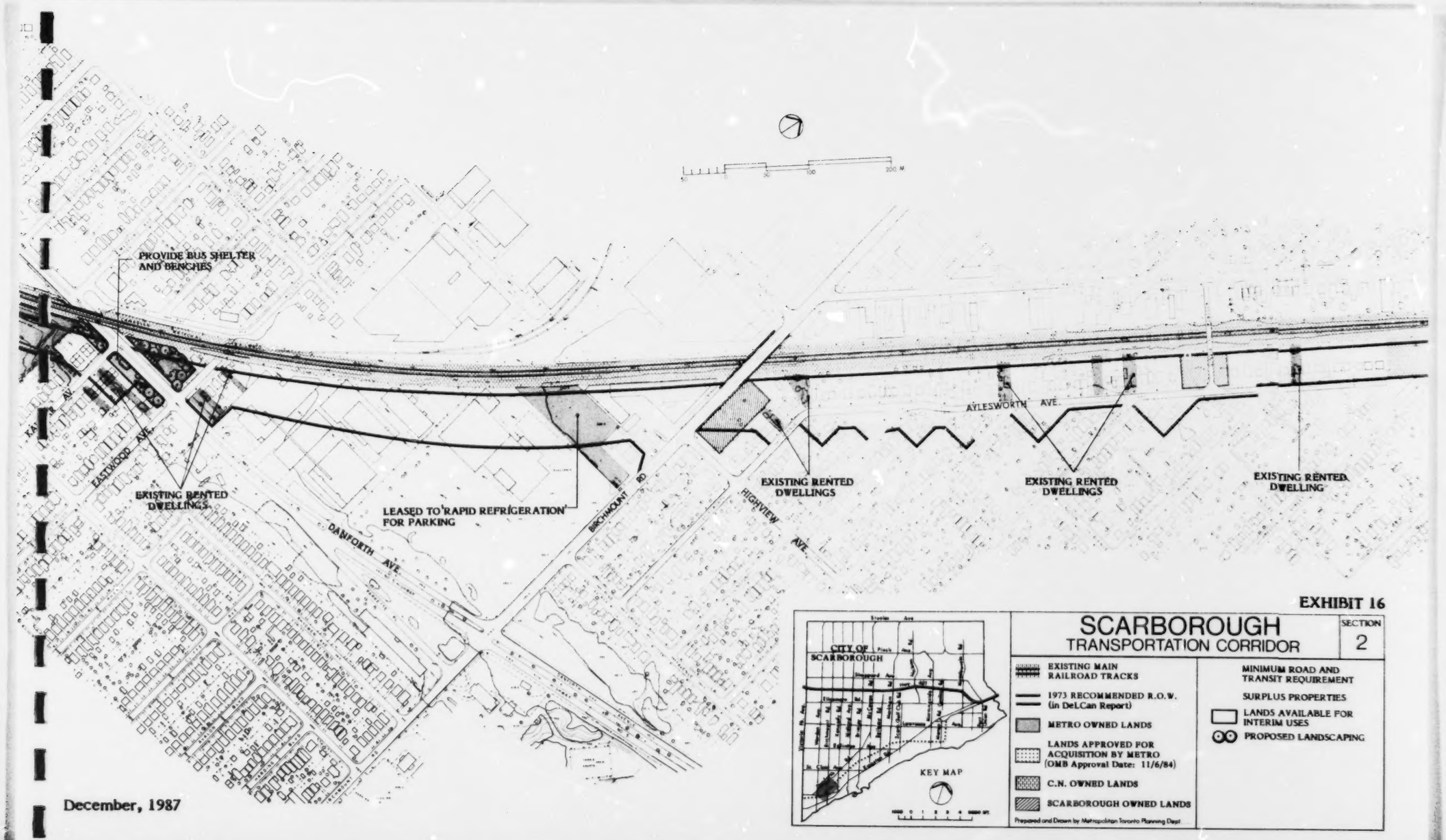
C.N. OWNED LANDS
SCARBOROUGH OWNED LANDS
MINIMUM ROAD AND TRANSIT REQUIREMENT
SURPLUS PROPERTIES
LANDS AVAILABLE FOR INTERIM USES
PROPOSED LANDSCAPING
Prepared and Drawn by Metropolitan Toronto Planning Dept.

EXHIBIT 15

December, 1987



December, 1987

EXHIBIT 16

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 2

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report)
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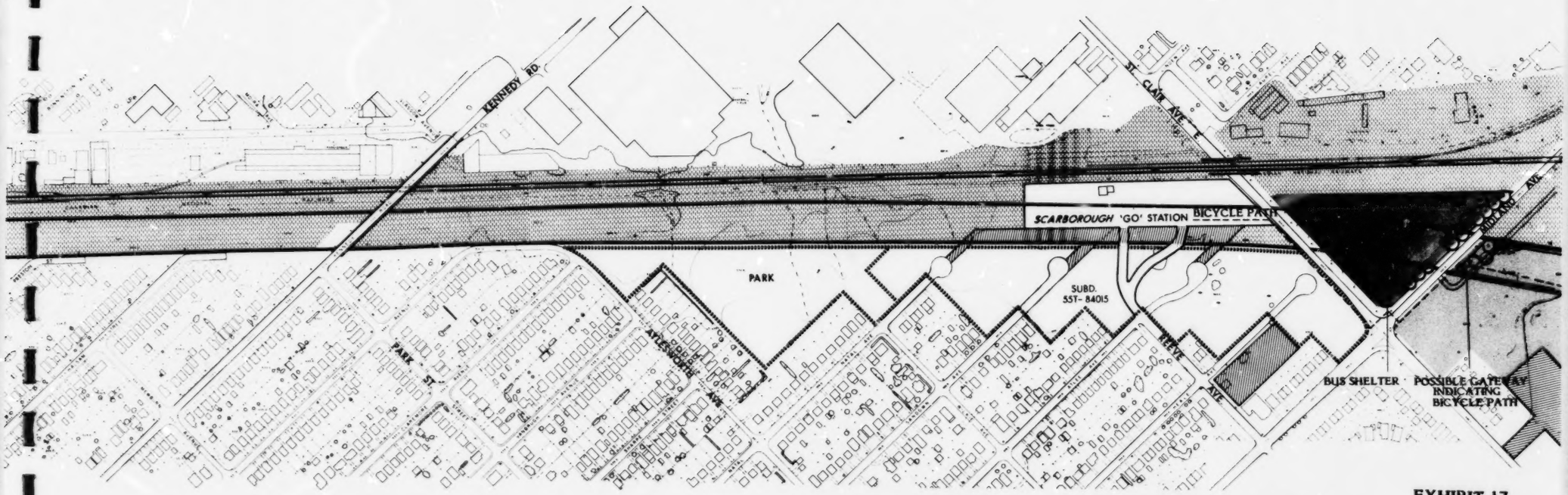
- SCARBOROUGH OWNED LANDS

- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

Prepared and Drawn by Metropolitan Toronto Planning Dept



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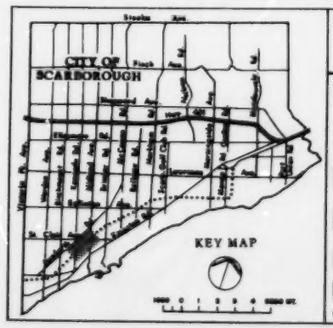

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 3

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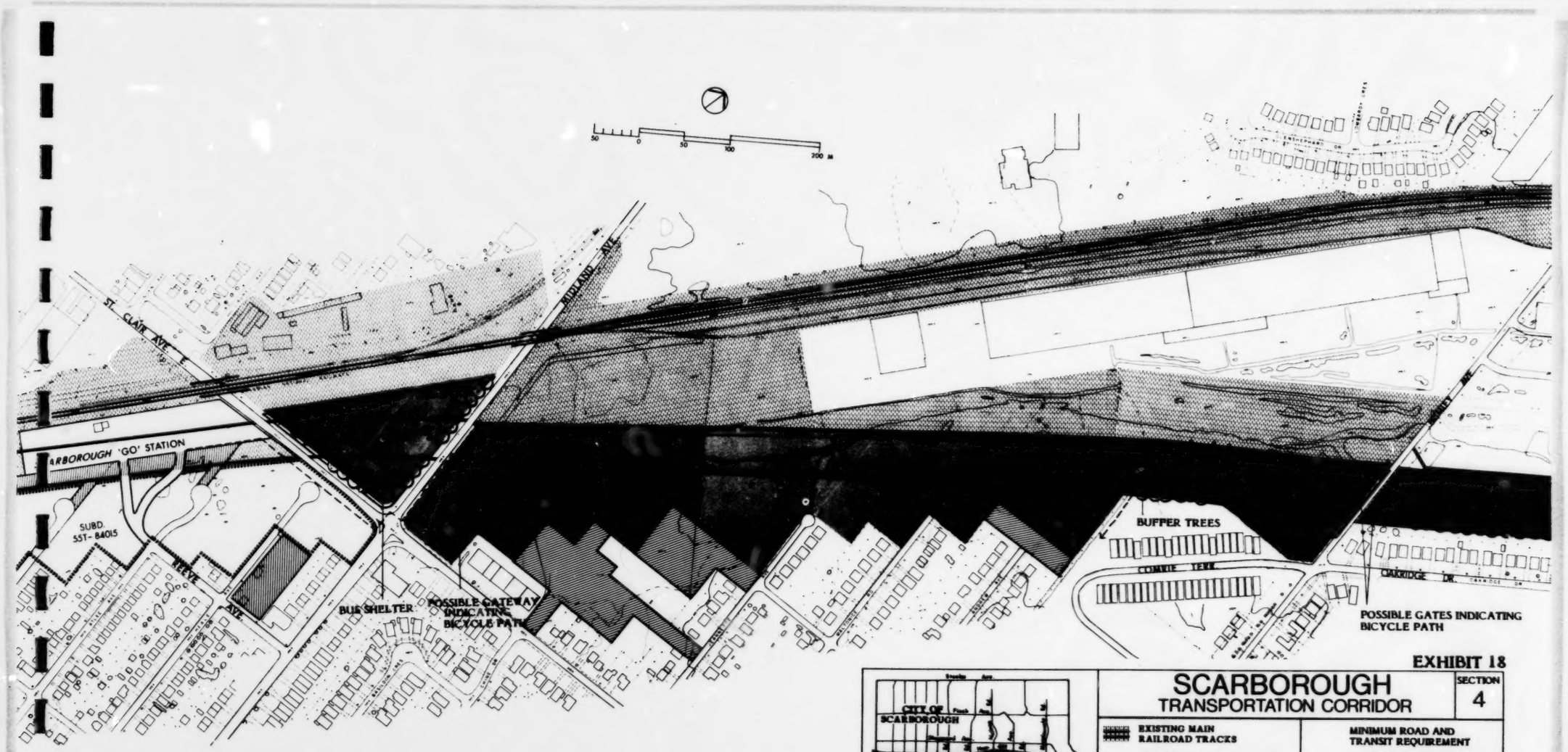
MINIMUM ROAD AND TRANSIT REQUIREMENT

SURPLUS PROPERTIES

- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

50 0 50 100 200 M

December, 1987



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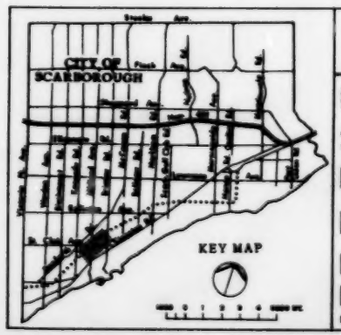

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 4

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report) *
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- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

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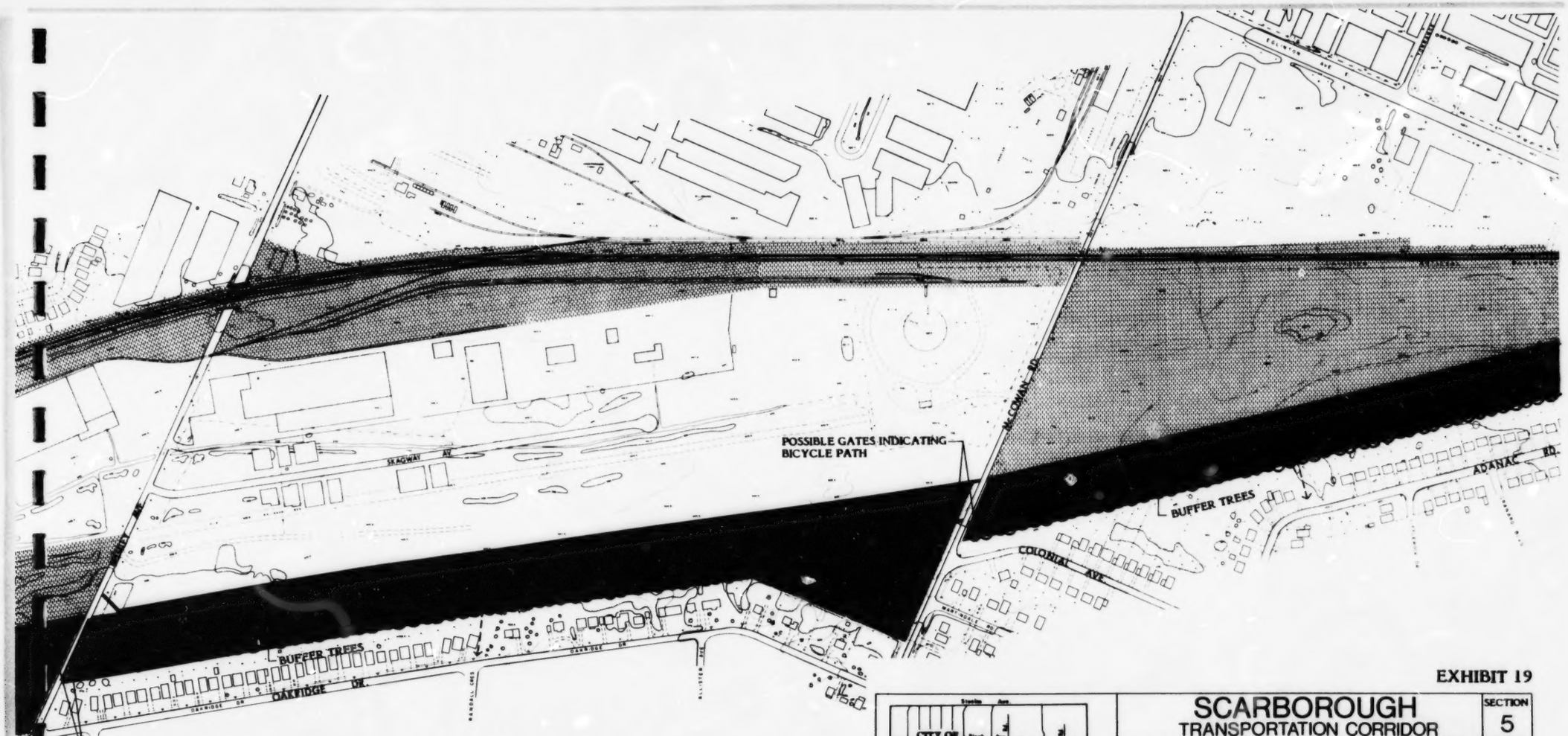
December, 1987



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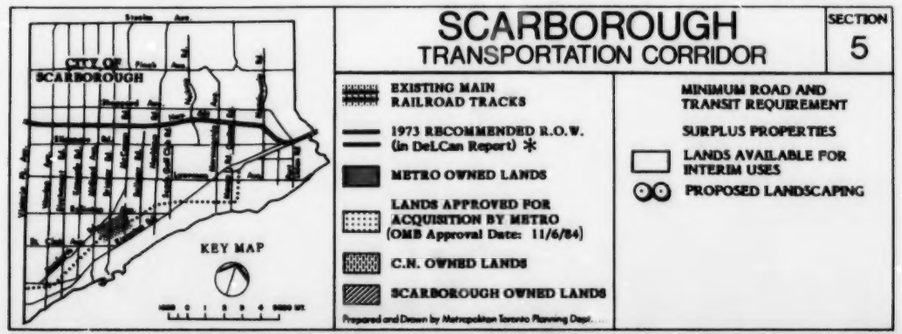
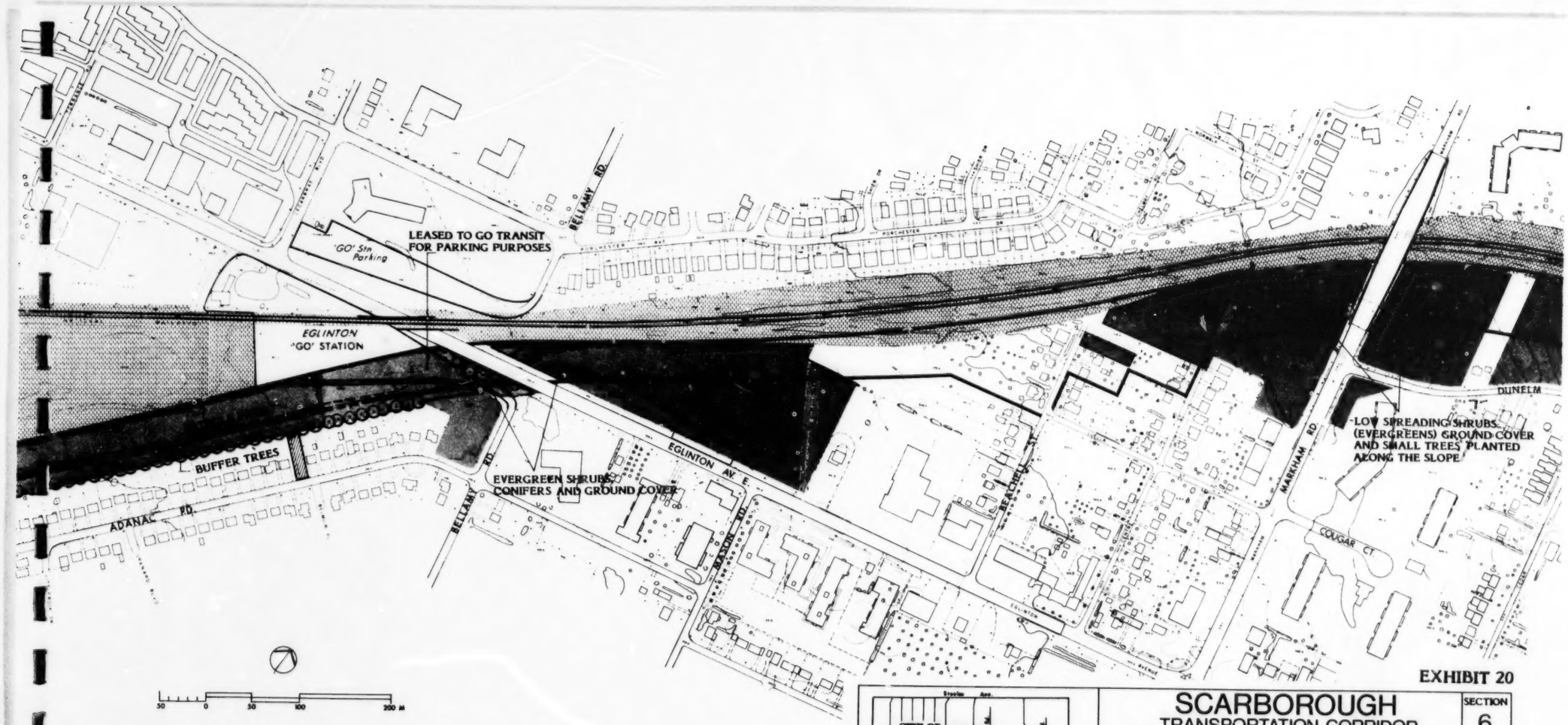


December, 1987



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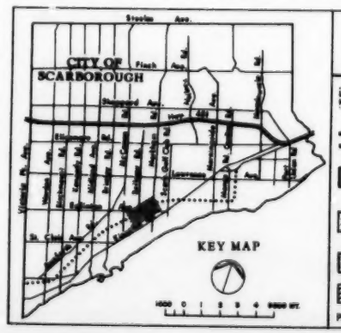

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 6

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MINIMUM ROAD AND TRANSIT REQUIREMENT

SURPLUS PROPERTIES

- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

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December, 1987

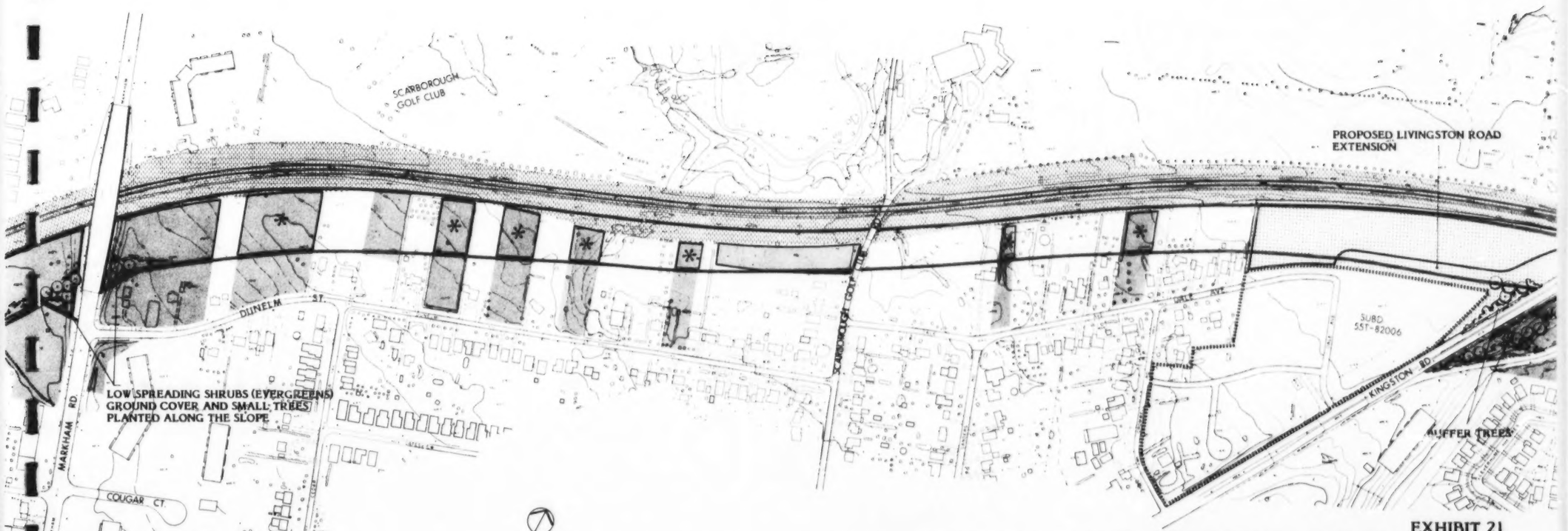

EXHIBIT 21

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 7

- EXISTING MAIN RAILROAD TRACKS
- 1973 RECOMMENDED R.O.W. (in DeLCan Report)
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- SCARBOROUGH OWNED LANDS

Prepared and Drawn by Metropolitan Toronto Planning Dept.

- MINIMUM ROAD AND TRANSIT REQUIREMENT
- SURPLUS PROPERTIES
- LANDS AVAILABLE FOR INTERIM USES
- PROPOSED LANDSCAPING

*SUBJECT TO THE AVAILABILITY OF PUBLIC ACCESS

December, 1987

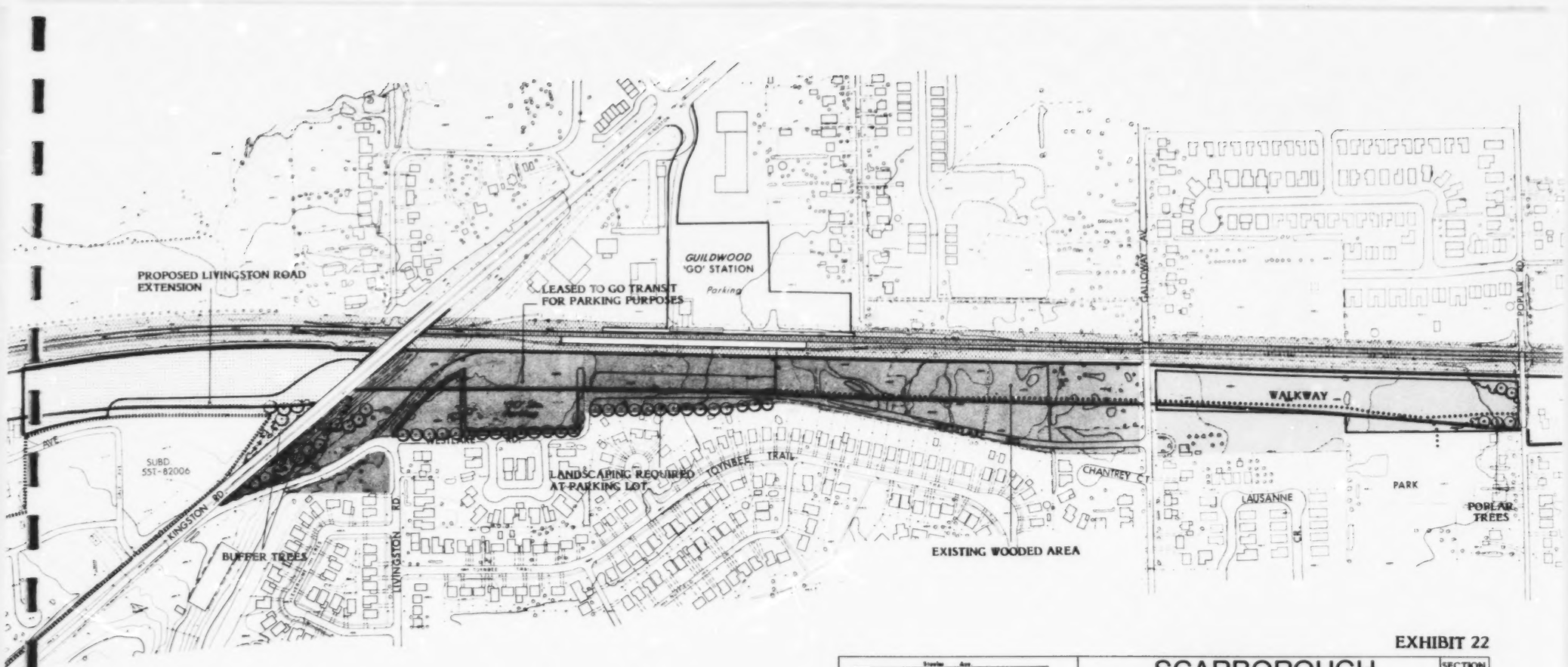

EXHIBIT 22

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 8

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MINIMUM ROAD AND TRANSIT REQUIREMENT

SURPLUS PROPERTIES

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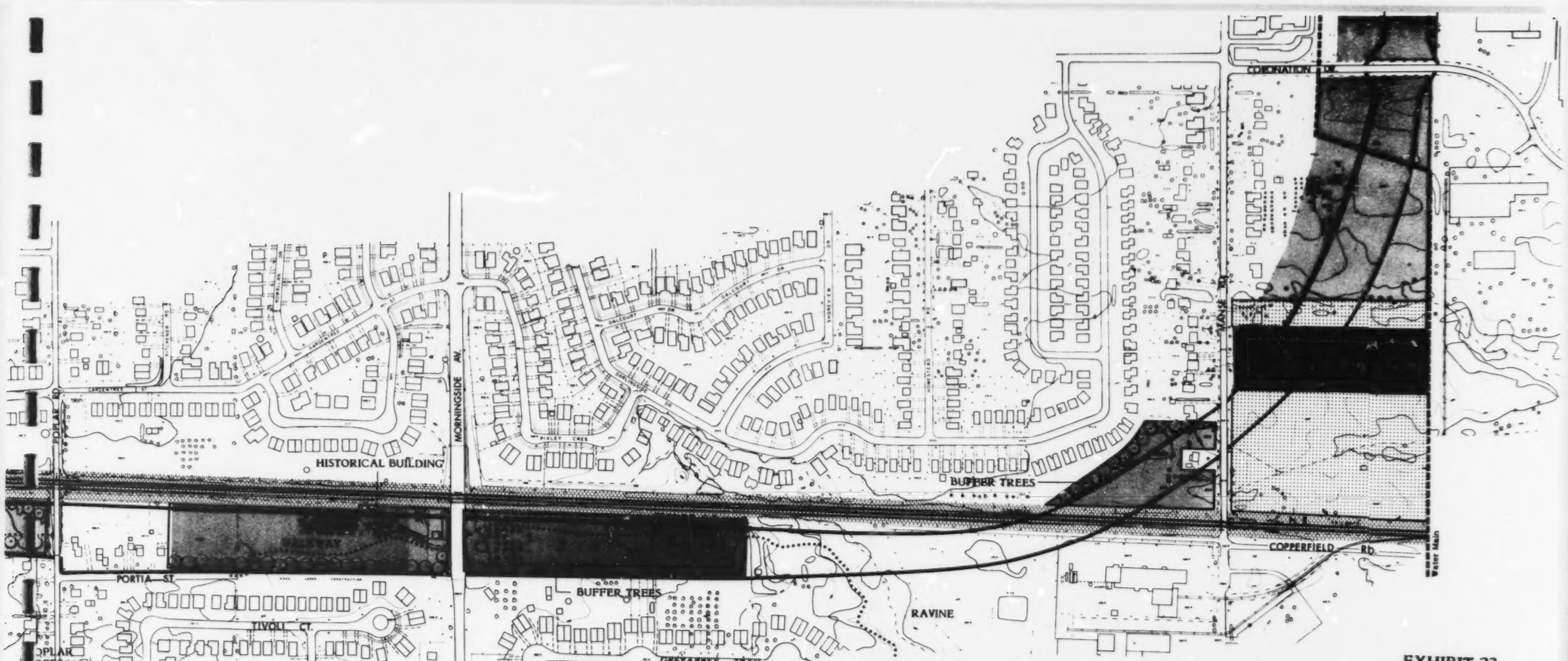

EXHIBIT 23

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 9

- EXISTING MAIN RAILROAD TRACKS
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- SURPLUS PROPERTIES
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- PROPOSED LANDSCAPING

Prepared and Drawn by Metropolitan Toronto Planning Dept.

December, 1987

Graphics : Oscar Castanos

Word Processing: Brenda Robinson

MANSE RD.

CORONATION DR.

HAIRFORD ST.

GLENS.

MANSEWOOD

LAWRENCE AV.

KINGSTON RD.

Water Main

BUFFER TREES

MELCHOIR DR.

WOOD

GARDEN CR.

Report : Bedi Sarsan

MEGAN AVE. PARK

MEGAN AVE.

HWY 7

EXHIBIT 24

CITY OF SCARBOROUGH

KEY MAP

SCARBOROUGH
TRANSPORTATION CORRIDOR

SECTION 10

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